

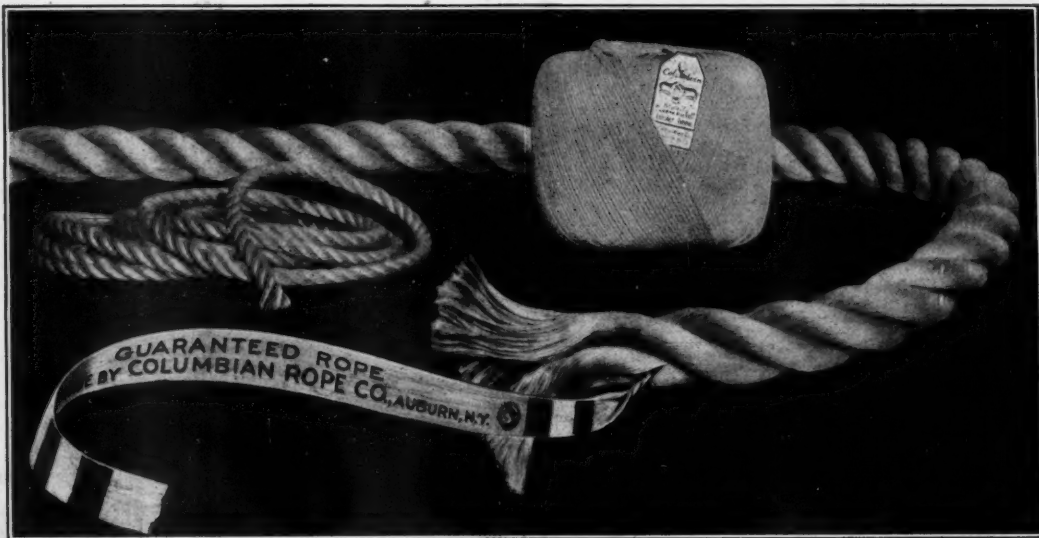
# ATLANTIC FISHERMAN

Registered U. S. Patent Office

Vol. V

JUNE, 1924

No. 5



## Columbian Rope and Twine

*Copperized* the Columbian way, are good equipment to have on board. Fishermen are familiar with the splendid reputation which Columbian Products enjoy. Add to this, the Columbian method of impregnating Rope or Twine with copper oleate, and you have a combination that is hard to beat.

In the Columbian Mills, the fibre is treated with copper oleate during its preparation. It is only by this method that you can be sure that every fibre is saturated. Then when the yarn is spun, you absolutely know that it is thoroughly and uniformly impregnated.

Fishermen—you will enjoy using Columbian *Copperized* Lobster Twine. Lobstermen tell us that it is the most even twine on the market. Ask your Dealer for it, and if he doesn't stock it, drop a line to our Boston office.



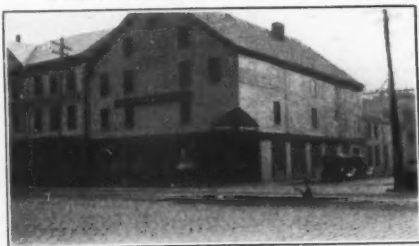
### Columbian Rope Company

362-90 Genesee Street

Auburn, "The Cordage City" N. Y.

Branches: New York Chicago Boston New Orleans

Boston Office and Warehouse 38 Commercial Wharf

**"NEPTUNE" DEALERS**

No. 17—Harris & Co., Portland, Me.  
Large and well-known fishermen's supply store.



No. 18—Clark & McVane, Long Island, Me.  
Conveniently located at the head of the wharf.



No. 19—Nelson T. Morse, Swan's Island, Me.  
Ship stores, fishermen's supplies and general merchandise.



No. 20—John A. Hill, Wells, Me.



No. 21—A. M. Joyce, Brookline, Me.

# Converse

## "Neptune"

### Fisherman's Boot

—designed to satisfy the every-day needs of commercial fishermen.

—built to give the greatest amount of wear per dollar of cost.

—sold by dependable dealers.

*Send to our nearest branch for descriptive folder.*



### CONVERSE RUBBER SHOE CO.

Factory at Malden, Mass.

Sales Branches

175 Purchase St., Boston

142 Duane St., New York City

25 No. Fourth St., Philadelphia, Pa.



No. 22—Roy A. Bowden, Naskeag Point,  
Brookline, Me.



No. 23—W. W. Connary  
Sunshine, Me.



## For sure-fire ignition, auxiliary and lights

**T**WENTY-FOOTER or one hundred and twenty—you need Columbias. Columbia Battery ignition is inexpensive and you'll never find better for light craft. The careful skipper of a big boat always keeps a set of Columbias stowed away for breakdowns and emergencies. Necessary as your running or riding lights.

Of course you want a deck light. Columbians will keep it bright. Good, energetic, reliable batteries. Full strength always. Fresh too—they sell so fast. Wonderful pick-up of new vigor while they rest.

Columbia Dry Batteries are sold by marine supply dealers, electrical, hardware, radio and auto accessory shops, implement dealers, garages, general stores.

NATIONAL CARBON COMPANY, INC.  
New York San Francisco  
Canadian National Carbon Co., Limited, Toronto, Ontario

# Columbia Dry Batteries

—they last longer

Fahnestock Spring  
Clip Binding Posts on  
Columbia Ignitor at  
no extra cost to you.



Columbia Hot Shot Battery wears a water-tight steel case and likes rough weather.



## FROM THE UNPUBLISHED LOG-BOOK OF CAPTAIN C. COLUMBUS, A. D. 1492

"Soone after sighting ye lande, ye cooke came unto me, saying, 'Cap! if yonne lande is America let us ridde ourselves of ye charcoal brazier and buy a SHIPMATE range.'"

Commending his good sense, I replied, 'Forsooth, cooke, you've said something! Gette one at ye firste harbor for we've been sorely tried with ye poore means of cooking aboard ye *Santa Maria*.'"

We make no claims as to the authenticity of the above fragment of history, but sailormen of ancient days have praised the SHIPMATE just as they do today.

## SHIPMATES

are made only by

**The Stamford Foundry Co.**

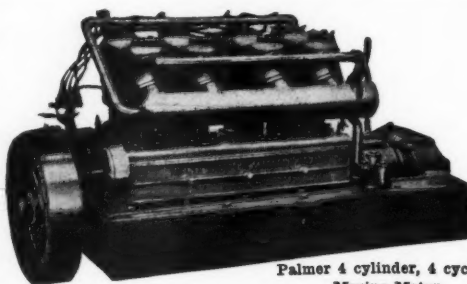
Stamford, Conn.



## PALMER ENGINES AN UNFAILING QUALITY

**POWER, Speed, Dependability,**  
Durability and Economy are built-in qualities of Palmer Engines. They are strictly high-quality machines, built of the best material obtainable, made in an up-to-date plant and perfected by experienced engineers.

**PALMER BROS. ENGINES, Inc.**  
COS COB, CONN.



Palmer 4 cylinder, 4 cycle,  
Marine Motor

**PALMER** Engines are manufactured in three types: two cycle single and double cylinder type, four cycle medium duty type and our heavy duty type. Palmer Engines are manufactured from 2 to 85 horsepower; 1 to 6 cylinders.

**BRANCHES:** Baltimore 306 E. Lombard St. Boston 59 Haverhill St. New York 128 Lexington Ave. Philadelphia 9 N. 6th St. Portland, Me. Portland Pier Jacksonville, Fla. 122 So. Ocean St.

## WOOLSEY'S

Copper Best Paint, Brown  
Yacht Copper Paint, Special Red and Special Green  
Yacht Whites—Marine Paints—Spar Varnish

Gloss Engine Paints—Adamant Deck Paints  
Exterior Marine White Enamel—Yacht Black  
Elastic Seam Compound—Rubber Seam Compound  
Copper Bronze Bottom Paint—Marine Mixed Paints  
Anti-Corrosive first coat Iron and Steel Bottom Paint  
Anti-Fouling second coat Iron and Steel Bottom Paint

### WOOLSEY'S COPPER OLEATE NET PRESERVATIVE

*Easy To Apply — Wears Longer*

Lengthens the life of any net and resists fouling.

This material is prepared ready for use and one application will last several months.

By the use of Woolsey's Copper Oleate, it is possible to do away with the old tar barrel and to avoid the mean work that the use of this entails. *Try some and be convinced.*

**C. A. WOOLSEY PAINT AND COLOR CO., Jersey City, N. J., U.S.A.**

*Makers of Copper Paint and Marine Paint Specialties since 1853*



## BAY STATE Marine Paints

There are special Bay State Marine Paints for all parts of a ship. Write for information.  
**WADSWORTH, HOWLAND & CO., Inc.**  
139 Federal Street, Boston, Mass.

## WM. H. CHAMBERLAIN

*Power Dories, Sailing and Rowing Dories  
Launches, Skiffs and Tenders*

14 ORNE STREET, MARBLEHEAD, MASS.

# The Fish Net and Twine Co.

MANUFACTURERS OF

## FISH NETTING and NET FITTINGS

MACKEREL NETS COTTON AND LINEN GILL NETS  
POUND NETTING TRAP NETTING

We use a special high grade of twine for all these purposes. Samples will be gladly sent on request.

**DON'T RUN IN A RUT! SEE HOW MUCH BETTER YOU CAN DO FOR YOUR MONEY!**

**310-312 Bergen Ave., Jersey City, N. J.**

**Branches:**  
Milwaukee, Wis.  
Richmond, Va.



## Not A "Trade Paper"

The ATLANTIC FISHERMAN is a paper for fishermen—producers—the men who actually fish for a living. It does not purpose to cover the fish trades; nor does it wish to be looked upon as a "trade paper." Rather do we like to think of it as a home paper for fishermen.

Our first care is that its pages be readable, for we believe that matters of human interest and practical vocational help are more to be desired by our readers than stereotyped "trade notes" and dry-as-dust statistical matter.

We want it to be regarded as a steady and reliable source of information, profit and entertainment by that vast army of 150,000 workfolk which constitutes our field.

## Atlantic Fisherman

A "FARM" JOURNAL FOR THE  
HARVESTERS OF THE SEA

Vol. V. JUNE, 1924 No. 5

DAVID O. CAMPBELL.....Pres. and Treas.  
FRANK ARNOLD.....Manager  
ARTHUR W. BEAVLEY.....Editor

Published Monthly at  
100 BOYLSTON ST., BOSTON, MASSACHUSETTS  
\$1.00 A YEAR 10 CENTS A COPY

Entered as Second Class Matter August  
25, 1921, at the Post Office at Boston, Mass.,  
Under the Act of March 3, 1879.

## Fair Play

We believe that all the advertisements in this paper are trustworthy. As proof of our faith, we offer to make good to actual subscribers any loss sustained by trusting advertisers who prove to be deliberate swindlers.

However, we are not responsible for claims against individuals or firms adjudicated bankrupt, or where estates are in receiver's hands, or against whom bankruptcy or receivership proceedings are pending.

Nor shall we attempt to adjust trifling disputes between subscribers and honorable business men. This offer holds good for one month after the transaction causing the complaint.

To take advantage of this guarantee subscribers must always state in writing to or talking with any of our advertisers: "I saw your advertisement in ATLANTIC FISHERMAN."

## Beware the Subscription Crook

HOWEVER business-like a man may be in the daily routine of his calling, as a rule he is easy picking for the glib subscription crook. Promises, in the way of premiums or special service to be given with subscriptions in return for "just a few cents a week to cover postage," are accepted without question, despite the fact that the swindler is a total stranger to the man approached. Such things as maps, charts, sets of books, special service bulletins and all manner of merchandise are mentioned, the crook's generosity being limited only to the point where the victim goes into his pocket "to pay the postage."

Yet this gullible individual has doubtless enjoyed hugely the story of the confidence man who sold the public park or the state capitol to the stranger.

The most satisfactory way to subscribe to a paper is to deal direct with the publisher. If you must deal with a subscription agent bear these points in mind: Ask to see his credentials, and note particularly the date thereon when credentials expire; from the sample copy of the publication which the agent carries find the published price of subscription; insist upon the publishing company's receipt for moneys paid him, making sure that agent countersigns receipt legibly. Disregard all offers of premiums excepting those the agent hands to you on the spot. Make complaint to the publishing company if paper is not received within a reasonable time.

The Atlantic Fisherman has no travelling subscription agents, yet we know that men are trading on our name in the middle Atlantic states. These men are without credentials, though they may produce a copy of our magazine in their solicitations.

If any of your neighbors have been "stung," have them write us at once telling us their story. Complaints are coming in strong from New Jersey

## TABLE OF CONTENTS

Publishers' Page .....	5
Some Mackerel Recollections .....	7
The Merry, Merry Mackerel Catchers .....	8
Fishing Notes from Maine .....	10
Who's Who Among the Skippers .....	11
An Old Oyster Carrier With a New Purpose .....	12
The Effect of Pollution on Various Fisheries .....	14
Our Washington Letter .....	15
New Method of Finding Position in Fog by Radio .....	16
Lobster Notes .....	17
To the South'ard .....	18
Wrecked on the Feejees—XIX .....	19
News of the Boatyards .....	20
Fishing Ship News .....	21-32

and Long Island. You folks down that way be particularly careful.

The safest way is to have nothing to do with trade paper solicitors. Do your business with the home office.

## The Call of the Sea

ANOTHER SELECTION FROM THE BEST WRITINGS  
OF ALL AGES DESCRIPTIVE OF THE SEA  
THE ATLANTIC PASSAGE  
(From American Notes)

A head wind! Imagine a human face upon a vessel's prow, with fifteen thousand Samsons in one bent upon driving her back, and hitting her exactly between the eyes whenever she attempts to advance an inch. Imagine the ship herself, with every pulse and artery of her huge body swollen and bursting under this maltreatment, sworn to go on or die. Imagine the wind howling, the sea roaring, the rain beating: all in furious array against her. Picture the sky both dark and wild, and the clouds in fearful sympathy with the waves, making another ocean in the air. Add to all this, the clattering on deck and down below; the tread of hurried feet; the loud hoarse shouts of seamen; the gurgling in and out of water through the scuppers; with, every now and then, the striking of a heavy sea upon the planks above, and the deep, dead, heavy sound of thunder heard within a vault;—and there is the head-wind of that January morning. . . .—Charles Dickens.

## YOUR BIGGEST EXPENSE MR. FISHERMAN, IS YOUR FISHING GEAR, ISN'T IT?

Think what it would mean to you if you could double its life. Sounds almost too good to be true, doesn't it?

Yet thousands of fishermen are doubling the life of their Nets, Seines, Traps, Buoy Lines, Cordage, in fact, every type of textile fishing gear, by treating it with the scientifically prepared preservative

## Metasap Copper Oleate Compound

Not only does this product render the gear *thoroughly waterproof*, but it also acts as a *positive preservative* against marine growths.

*It preserves the tensile strength. Absolutely resists marine growth. Is easy to apply. Dries at once. Remains flexible. Adds practically nothing to the weight.*

Send for free sample, and booklet, or send \$1.00 for a generous supply sufficient for practical tests.

### METASAP CHEMICAL COMPANY

HARRISON, N. J.

National Oil Products Co.  
10 High St., Boston, Mass.

National Oil Products Co.  
413 Conway Bldg., Chicago, Ill.

Martin, Hoyte & Milne  
Merchants Exchange Bldg., San Francisco, Cal.



## A STORY from an "OLD LOG"

*By sport of bitter weather  
We're walty, strained and scarred,  
From the kentledge on the kelson  
To the slings upon the yard.*

—The Seven Seas.

What tales the old log book tells. Tales of man's ceaseless struggle against the grim forces of the sea.

Staunch and tight must be the vessel that stands the buffeting of wind and wave.

## STRATFORD OAKUM

has stood the test for nearly a century.

It is known on the "Seven Seas" as the best caulking material that money will buy.

Be sure you get it.

**GEORGE STRATFORD OAKUM CO.**  
Jersey City, N. J.

## OYSTER WASHERS

any size or capacity complete with  
blowers and motors

*Write For Full Information*



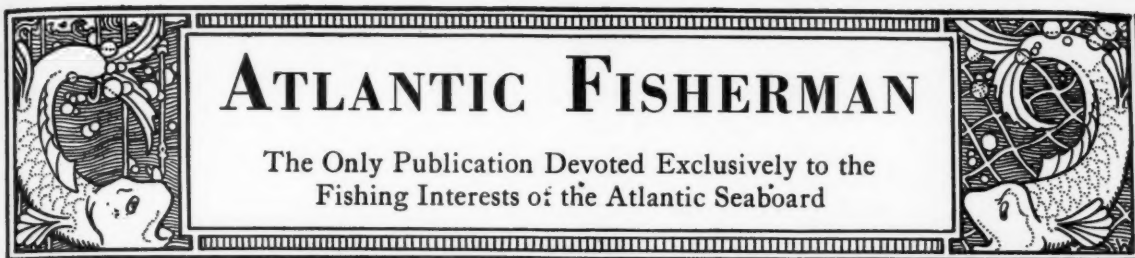
**L. O. KOVEN & BROTHER, INC.**  
154 Ogden Ave., Jersey City, N. J.



**NEW YORK NET & TWINE CO.**

MOODUS, CONN., U. S. A.

ESTABLISHED 1829 INCORPORATED 1896



Vol. V

BOSTON, MASS., JUNE, 1924

No. 5

## Some Mackerel Recollections

By ALBERT COOK CHURCH

JUDGING from all indications at the present time it looks as though the mackerel season for 1924 bids fair to be one of the best for years, for the southern fleet has done well and there seems to be a large body of fish along the coast, and by the time these lines are published the Cape Shore fleet will be landing their fish at Boston. As a rule there have been fish at the Cape Shore when the southern season was a dismal failure, and many a time the Cape Shore fleet has been the salvation of Gloucester.

While of course the size of the southern fleet has greatly diminished during the past ten years, the number of fish landed this spring by such a small fleet indicates that there were plenty of fish there and that the vessels were able to stop them, which is most important of all. Not only the seiners, but the netters also have struck them, and as these lines are being written the netters in Boston Bay are doing remarkably well. The heavy weather has been the one drawback, preventing heavier stocks and handicapping the fleet considerably, yet in spite of this it looks now as if the season promised to be the best for a long time.

The mackerel season cannot be any too prosperous for Gloucester, for during several past seasons the going was pretty hard for a community which depends so much upon the summer fishery along the coast. During latter years the mackerel on Georges have either been conspicuous by their absence or else so wild it was impossible to get the twine beneath them, which perhaps was just as bad if not worse. The old time fleet that used to go hooking down east is a thing of the past, and the fishing along the Maine coast in the fall has been poor now for a long time. While it is perhaps unreasonable to hope for a real old fashioned season of high liners, the indications for it were never better for years than at the present time.

Sol Jacobs was the old standby for years to land the first fish from the southern grounds. How many times we've read the report from Fortress

Monroe announcing the landing of the first mackerel, and how frequently it was Sol that got them! I've read a lot of those reports, and remember well just how they usually read. Something like this:—

"Fortress Monroe, Va., March 27.

Schooner Ethel B. Jacobs, Captain Solomon Jacobs, arrived here this afternoon with 3,000 fresh mackerel, the first catch landed here this season. Captain Jacobs reports taking the fish about thirty five miles southeast from Cape Henry. The fish averaged about a pound apiece and were shipped to Cheseboro Bros., New York."

In those days the Fulton market crowd used to have a jackpot up on the first trip to be landed at New York, and there was some pretty stiff competition on to see who would get away with it. Of course it did not pay to run to Fulton market from way south unless there was a good trip under the hatches, but more than one trip has been landed there that didn't pay, in spite of that. The New Yorkers always looked for mackerel at the pier about the first of April, but for some years the fish have apparently been later striking on, and the fleet began to leave Gloucester weeks later than formerly, very few getting away now before the first of May. The earliest date I personally remember leaving Gloucester was March 9th, which was in 1909, a season which proved very poor indeed on the southern grounds. It was very cold, blew hard about all the time and there were no fish. Outside that, the season was a great success. But not south, for anyone but the fish. At the Cape Shore everybody got all they could lug, wet all their salt and filled their barrels, pens, and kenched them beside. Let's hope this year they do better than ever, for nothing helps more than a good season for mackerel.

Favorable weather on the Cape Shore is almost a necessity for a good season, more than anywhere else, for the fish-run heads out much of the time and the season is comparatively short in those waters. About May 25th they are expected to



show in vicinity of Sambro and Liverpool, and by the time three weeks have passed those who have stopped no fish had better come down off Nantucket if they expect to find any at all.

There is little doubt that March 9th is one of the very earliest dates on which a southern seiner has left Gloucester. Possibly some vessel has left earlier, but if so I find no records in my own files which vouch for it. However, there are references which will be of interest to fishermen at the present time, and I have heard many an argument upon the subject which some of these records will throw light upon, although of course it does not necessarily follow they are correct. However, I am sure the readers of the Atlantic Fisherman will be deeply interested in them.

Speaking of Sol Jacobs, I find that in 1881 one of the earliest trips of mackerel ever landed is credited to Solomon Jacobs, at which time he was skipper of the schooner Edward E. Webster. Sailing from Gloucester on March 15, he arrived at New York on March 23rd with 140 barrels which were sold for \$3,000. I have no data which states where the fare was taken. In 1875 the first fare at New York was landed on April 30th, and in 1880 on April 4th.

The records of years ago are very interesting to fishermen of the present day, and I find data which frequently mentions Captain Sol and throws light upon some of the records which gave him the reputation of being the mackerel king. During the same year of 1881, when he was in command of the Edward E. Webster, he stocked \$24,146 in the summer and fall mackerel fishery, while during the previous year of 1880 he disposed of 1,300 barrels fresh mackerel, 2,600 barrels pickled, and stocked \$19,745.76 gross. In those days a dollar was as good as half a dozen today. When in the Moses Adams in 1878, he stocked over \$2,400 in three short trips in one week, which was in October.

Captain George M. McClain was another high liner of the same period, and some of his trips are recorded which are interesting for comparison. The season of 1881 was a very favorable one for the mackerel fleet, and in that year Captain McClain in schooner Wildfire took 1,309 sea packed barrels in six weeks. He is also credited with a two weeks' stock of \$3,200 the same season. October seems to have been a good month for them at that time, for Captain Mel in October, 1876, in schooner Mary Odell, made one haul of the seine in Barnstable Bay of more than the crew could take care of; took 300 barrels, gave away 110 and lost several hundred through a hole in the seine. The Mary Odell had a crew of 12 men, and up to September 22nd had stocked \$11,000, the crew sharing \$436.96, and the next week she landed two good fares, and the week following two more, at Boston.

The same year the schooner S. R. Lane landed 2,400 barrels, and for the twenty months ending

(Continued on Page 9)

## The Merry, Merry Mackerel Catchers

*Written many years ago by* JACOB S. LORD

Then it's laugh, "Ha! ha!" and shout, "Hurrah!"  
We are bound for the coast of Maine;  
Our hold is well stored with salt and food,  
In the boat we've a fine new seine.

The sun goes down as we round Eastern Point —  
For Monhegan our course is laid;  
The watch is set — the pipes are lit,  
And a game of cards is played.

A lively lad has a song to sing;  
Uncle Ben has a yarn to spin;  
So pleasantly passes the time away  
Till eight bells, when all turn in,

Except the lonely watch on deck,  
Whose measured tramp is heard  
As smoothly o'er the water skims  
Our vessel like a wild sea-bird.

It is break of day—the sun peeps up,  
The morning's clear and cool,  
Aloft the lookout makes his way  
To sight the early school.

He espies the fleet—they're dead ahead—  
And right lustily does he shout  
To the skipper, who nervously walks the deck,  
"Yes, yes, the boats are out."

Now all is life on the schooner's deck,  
As she ploughs through the sparkling brine;  
Her crew in oiled clothes anxiously wait  
For a chance to wet the twine.

"A school! a school!" from the foremast head  
Is the lookout's exciting call;  
"On the weather bow! It's showing red;  
Can't say if it's large or small."

"Come down from aloft! haul up the boat!  
Out with the dory, tumble up here, cook!  
Work lively lads—yes, cast her off,  
Pull out, and we'll have a look.

Hold! way enough; ah, there they rise—  
Good fish! I should say they were fine;  
Now gently start her ahead, my boys,  
Quick, seine master, give them twine!

Pull hard, my men! now bend your backs!  
Lively! over with the corks, my friend;  
That's way enough—take on your oars,  
Pass along the dory's end;

(Continued on Page 17)

## With the Southern Mackerel Fleet Twenty Years Ago

*Photos by ALBERT COOK CHURCH*



*Upper Left*—Crew of Schooner Pinta, known as "the lucky Pinta", out of Gloucester. Captain Doug McLean, skipper, at right.

*Middle Left*—Making seine aboard schooner Monarch, one of Chisholm's fleet of Gloucester.

*Lower Right*—Provincetown netters at Childs' Wharf, New Bedford.

*Lower Left*—Arnold & Winsor's netter Massasoit, Boston, a high liner under Captain Jim Fowler, bound to market.

*Upper Middle*—A deck of mackerel aboard the Pinta.

*Lower Middle*—A seine boat alongside.

*Upper Right*—The Pinta's crew bailing out.

### Some Mackerel Recollections

*(Continued from Page 8)*

August 1st, 1881, this vessel stocked \$25,000 fishing, a wonderful record for the time. Some light on the prices paid at that time is of interest, and the records show that in 1881 number one mackerel sold for \$14 per barrel, while in 1870 they sold for \$24, in 1860 for \$16.87, in 1850 for \$10.12, in 1840 for \$12.75, and in 1830 for \$5 per barrel. The highest price reached previous to 1880 was in 1864, when number ones were worth \$30 per barrel, doubtless due to war condi-

tions, a fact we may readily appreciate after our recent experience of inflated prices.

Digging down deep in the records we find some remarkable figures showing the prosperity reached during exceptional seasons of years ago. In 1831 we find the high line year, credited with 383,658 barrels in Massachusetts, of which number 69,759 barrels are credited to Gloucester, while in 1814 the lowest figure was reached, 1,349 barrels for the entire catch of Massachusetts and none at all credited to Gloucester. In fact, in both 1810 and

*(Continued on Page 16)*

## Fishing Notes From Maine

By "THE FISHERMEN'S DOCTOR"

**L**OBSTERS still continue scarce, though the business has picked up a little. Prices at the smacks have risen during the week from twenty-five to thirty cents a pound and on June 4 advanced to thirty-five.

Jim McKay has his weir completed and it is fishing. He is getting a few herring every day.

Fred Hagan has one weir at Hat Island ready to commence operations.

George Carter at Buckle Island has been getting small runs of herring and has sold them to the sardine packers as fast as they were seined.

Ralph Barter at Northwest Harbor, Deer Isle, has been taking herring right along, though in small quantities.

Herring have been reported in small quantities at most of the weirs about Penobscot Bay and along the eastern coast and prices have varied from sixty cents to one dollar per bushel. The fishermen in general still find it difficult to secure bait, and complain in several cases that the weir-men sell their herring to the sardine packers at eighty-five cents a bushel and sell to the fishermen at one dollar a bushel, and then furnish bait for the fishermen only when a packer isn't available.

The hand-liners from Swan's Island and Mt. Desert shores have been doing remarkably well. They have found schools of large cod. Many of the local fishermen have been stocking thirty to forty dollars in one day's hand-lining.

Cleveland Trask brought in three thousand pounds of extra large cod.

Lafayette Carter from Old Harbor struck just the right spot and got plenty of fish, and for one day's work received \$42.

Several halibut of varying sizes have recently been brought in to the fish stands.

Charles Mitchell of Frenchboro got four hundred pounds of halibut and stocked \$70 one day last week.

Tom Elbert Dalzell at Long Island got three halibut during the week.

George Bartlett, seventy-six years young and going strong, a sturdy Atlantic fisherman from Outer Long Island, got two halibut in one day.

Peter Coffee, another youngster of sixty-five, one of our Atlantic fishermen, with a small boat has been getting his share of large cod and halibut.

The fresh fish business is growing by means of rapid transportation afforded by automobile and trucks. Halibut brought in to the fish stands at Swan's Island in the morning, are taken by a fast motor boat to the John L. Stanley & Son Fisheries plant at Southwest Harbor on Mt. Desert Island, and before dark the same day are being delivered at retail in most of the towns in Aroostook County far away from the coast at the top of the State of Maine. Stanley & Son operate a fleet of motor

trucks and deliver fresh fish the day it is caught all along the route from Bar Harbor and Ellsworth to the tip top of the state.

The hake season has commenced and many of the fishermen have started trawling. As yet the hake are not plentiful, but they are coming. Yesterday Edwin Gott in his power boat brought in three thousand pounds of good hake.

The Parkhurst Fisheries Company of Gloucester, operating the former Joyce-Stanley fish-stand at Swan's Island, with Linwood Joyce as manager, has been fitting up the old factory at the steamboat wharf at Swan's Island, the terminus of the Rockland-Swan's Island steamboat route, to manufacture medicine oils from fish livers. The capacity of the plant is sixty barrels a day. Fish livers of all sorts are received and tried out and rendered into different grades of oil.

Pollock are appearing in considerable quantities. A schooner load of pollock has just been brought to the fish-stand managed by L. E. Joyce, for curing.

Henry Sager, formerly of Old Harbor, has joined the fleet of Atlantic fishermen at Mackerel Cove, Atlantic.

The sardine factories at Eastport won't pack any more fish from Dark Harbor, Grand Manan, because fish from there are too thin by reason of the almost land-locked harbor having no suitable food for the herring.

The Sheepscott River fishermen are getting large fares of large cod off the mouth of the river.

A fourteen foot "mudshark" was shot at Starboard, near Machias, by Roy Sprague. A barrel and a half of liver was taken from the shark and turned into oil.

The fishermen at St. Andrews, New Brunswick, with fishermen of St. John and Charlotte counties have appealed to the Canadian government for law forbidding exporting herring to the United States at a price less than \$10 a hoghead. The local price was recently reduced from \$12 to \$6 per hoghead.

Packing one hundred and forty hogheads of herring in one day was the recent record of the L. D. Clark & Son sardine factory at Eastport.

The large runs of alewives in the Medomak and Georges Rivers have attracted much attention to Damariscotta and Warren.

Skinner, a sailor, and Larry, a landsman, one squally day, went sailing a sloop in Ipswich Bay. Skinner served as skipper and Larry tended mainsheet. Other landsmen made up the live ballast. Skinner carefully instructed his crew and to Larry said, "If I say, 'let go,' you be sure and let go—pronto." A heavy squall struck and the lee rail went under. Skinner yelled, "Let go." Larry, eager to qualify as a sailor, promptly grabbed the mainsheet tighter and held on for dear life. All hands were scared; all hands were soaked to the

(Continued on Page 26)



# Who's Who Among the Skippers

By CAPTAIN CHARLTON L. SMITH

**N**AT GREENLEAF. That's a name that brings old memories a-tingle, down in Gloucester, and, in fact, in fishing circles all along our coast. One harks back and experiences again, in retrospect, the thrills of those far off days when the hardy Captain Nat was in his prime and brought in record trips despite such obstacles as gales that washed his vessel clear of all movable fittings and hove her for hours on her beam ends.

North Boothbay, Maine, was the captain's first, hailing place, where he was born seventy-five years ago. He began his fishing career when he was so small his father had to get him a gib-keeler on which to stand to fish over the rail. "Higher bulwarks they had in those days," the captain said, "and for a lad of twelve, without this aid I couldn't have jigged. It was before the days of seines." Four years of fishing under the watchful eye of his parent, and the young man shipped under another skipper.

Captain Elbridge Reed was the man and the now full fledged handliner found himself sailing in a vessel that hailed from Gloucester, Mass. On leaving this outfit the youthful Nat determined on Gloucester for his permanent home, and celebrated the event by making a winter trip for halibut with Captain Charlie Murphy.

## A SKIPPER AT NINETEEN!

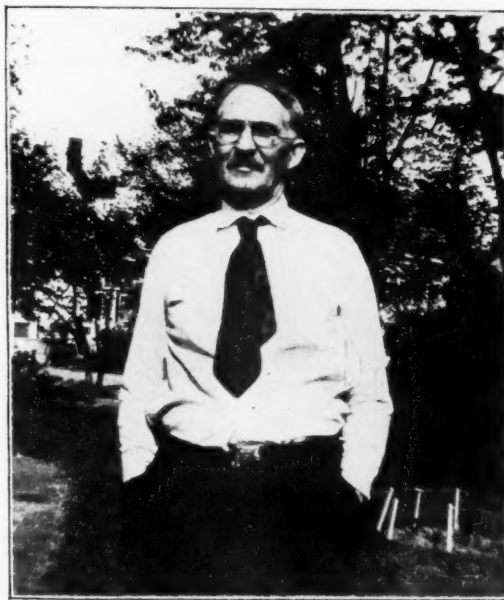
Back at Cape Ann again, the tall, broad-shouldered young husky was sought for to take charge of the fine schooner Fitz J. Babson. He was just nineteen years of age at the time. Later, the same firm put him in charge of their Julia Wood, which the captain lost on Ragged Island, near Lockeport, Nova Scotia, in a thick fog. But he had stocked in that vessel \$11,000 in five months.

Young Nat now bought a share in Hodge & Poole's schooner, Grace L. Fears. He stocked \$27,000 the first ten months.

His prowess as a killer of halibut, and a catcher of mackerel, had by this time made him a prosperous man. He wished to own a vessel himself and he hied him to Essex and had Arthur Story build him one. The Lizzie J. Greenleaf was the craft, named for a daughter by his first wife. The Lizzie had great luck until her sudden and untimely end. She cost \$10,000 and paid for herself in two years. The captain went halibut fishing in her and stocked \$25,000, \$24,000 and \$17,000. He let another skipper take her, finally—one Colson. Neither he nor the vessel and crew ever came back. It was one of the sad mysteries of the sea.

Captain Greenleaf next bought one of Captain Andrew Leighton's fleet, the Oresa. He fished

*He Was a Hound for Halibut!*



CAPTAIN NAT GREENLEAF

in her for three or four years when another skipper, whom he put temporarily in charge, lost her, too.

The next venture was the purchase of an interest in the Edward Perkins, one of the Davis fleet. The capture of record fares of halibut and mackerel kept Captain Nat busy for two or three years. He was now at the peak of his career, as finances go, for he owned a fine house on Beacon Street, Gloucester, two schooners as well, and had amassed what was then a fortune amounting to \$40,000.

When the captain parted with his vessels he sold out to the Davis firm. Then he went master for various owners, amongst them an old friend, the genial and lovable Frank Hall.

Almost countless trips the hardy mariner made to Newfoundland for frozen and salt herring, and he was frequently heard of at halibut killing again. In the Kineo, with eighteen men in the crew, he stocked \$25,000 in a year.

"Oh, but it's different now!" the grizzled old sea-dog exclaimed. "Why, I've anchored in two hundred and fifty fathoms of water. Just think what a job to heave that in! Now, with power hoisters for everything, they'd get that anchor in from thirty to forty minutes' time.

"And the anxiety and hard knocks! Those large sums of money I earned weren't half the

(Continued on Page 26)

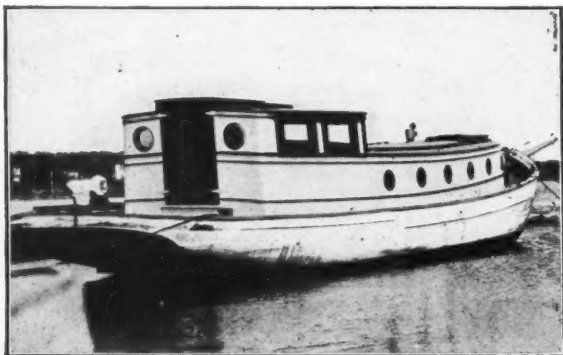
## An Old Oyster Carrier with a New Purpose\*

By WILLIAM ATKIN

**W**HEN a new boat is built it is a difficult thing to guess to what purpose she will be put before her useful days have passed. This is especially true of *Dento*. Some 35 years ago her builders started her down the building ways at Greenport, L. I., N. Y., and after a few weeks' time spent on rigging, painting and fitting out she sailed for New York with a load of oysters. She was a typical South Bay sloop with a very shallow underbody, generous beam, large rig consisting of a single jib and mainsail, and like most boats of her type and time was very fast, especially in the smooth shoal water of the South Bay.

As time moved along her owners installed the inevitable gasoline motor, at which time her sail area was cut down considerably; however our old sloop still sailed well and continued about her business of freighting oysters, clams, and the Lord only knows what else, in and about the towns on the Bay and New York.

Several winters ago my friend Dr. Albert Westlake of New York was on the lookout for a suitable craft with which he could carry on first aid work along the sea coast towns from Maine to Florida and chanced to run across the old sloop mentioned above, and which he subsequently named *Dento*. A short visit with her captain and owner in the cabin resulted in her sale and by sundown of that snowy winter's day the sloop's activities as a packet were ended.



THE REMODELED DENTO

An old boat, especially if sold at a fair price, has a special significance among the folks who have remembered it since the time of launching. Who, by the way, doesn't remember old Ketchum and the skill with which he swung the adz, and the uncanny nicety with which Boss Tuttle spiled the planks? There were many down there on the East end of the Island who felt and voiced the

\*The cruise of the *Dento* for the purpose of rendering free dental service and advice on mouth health to shore folks is a mighty commendable enterprise. We know that you people will give Dr. Westlake that hearty, hospitable welcome for which fishermen are famed, whenever he touches your shores.—Ed.

opinion that the Doctor had a bargain; while on the other hand, there were many who were just as sure that the old sloop was "gone" in the garboards, and dry rotted elsewhere.

It did not take long after hauling out *Dento* to find that excepting for the wear and tear of 35 years that her hull was as good as on the day she had been built. Since the new work she is expected to do is far removed from oyster carrying, many alterations have been made in her arrangement as shown on the plans herewith which I prepared under Doctor Westlake's directions. Her deck house and cargo hatch were removed and the rig scrapped. The center board and the motor were taken out and the hull cleaned out as sweet as a whistle, ceiling removed, and it was then that we found how sound the old craft was. As Otis Palmer, the boat builder at East Moriches who is converting her, says, "She's as good's ever"; and she is.

*Dento* is 46 ft. 5 in. long over all, 41 ft. 6 in. on the water, 15 ft. 2 in. beam, and draws 3 ft. 4 in. Her construction is heavy, the keel being white oak of the Long Island variety, sided 20 in. and moulded 14 in. The timbers are 4 in. by 5 in. sawn white oak and set on 16 in. centers. Planking is 2 in. yellow pine and fastened with old-fashioned dipped galvanized boat spikes. She was built to last a life time and will last longer than that.

Reference to the plans will show that she will carry a yawl rig having a spread of 1210 sq. ft., this is but a shadow of her original rig but ample for the purpose her new occupation requires. She is fitted with twin propellers and of course two motors, each being in a separate motor room. The motors are made by the Scripps Motor Company, Detroit, Mich., the model F. 4 being the size used. These are small in bulk but develop about 30 h. p. each turning 900 r. p. m., and the speed under power is over 8 miles an hour. The motors are equipped with electric starters and are handled from the pilot house.

Before considering the cabin plan the purpose for which the boat is being fitted out should be understood and it is fitting therefore to have an outline of this from Dr. Westlake which is appended herewith:

"Dame Rumor says there are over sixty dentists retiring from the active practice of their profession in New York City this year, 1924. These men have served the public from 1880 to the present time. I am in the 1888 class. Every one of these hard-working dentists (for, be it known,

the conscientious practice of dentistry is hard, confining work) nurtures a secret "hobby" with the same degree of jealousy and care as does the typical southern colored man who watches the development of the watermelon patch.

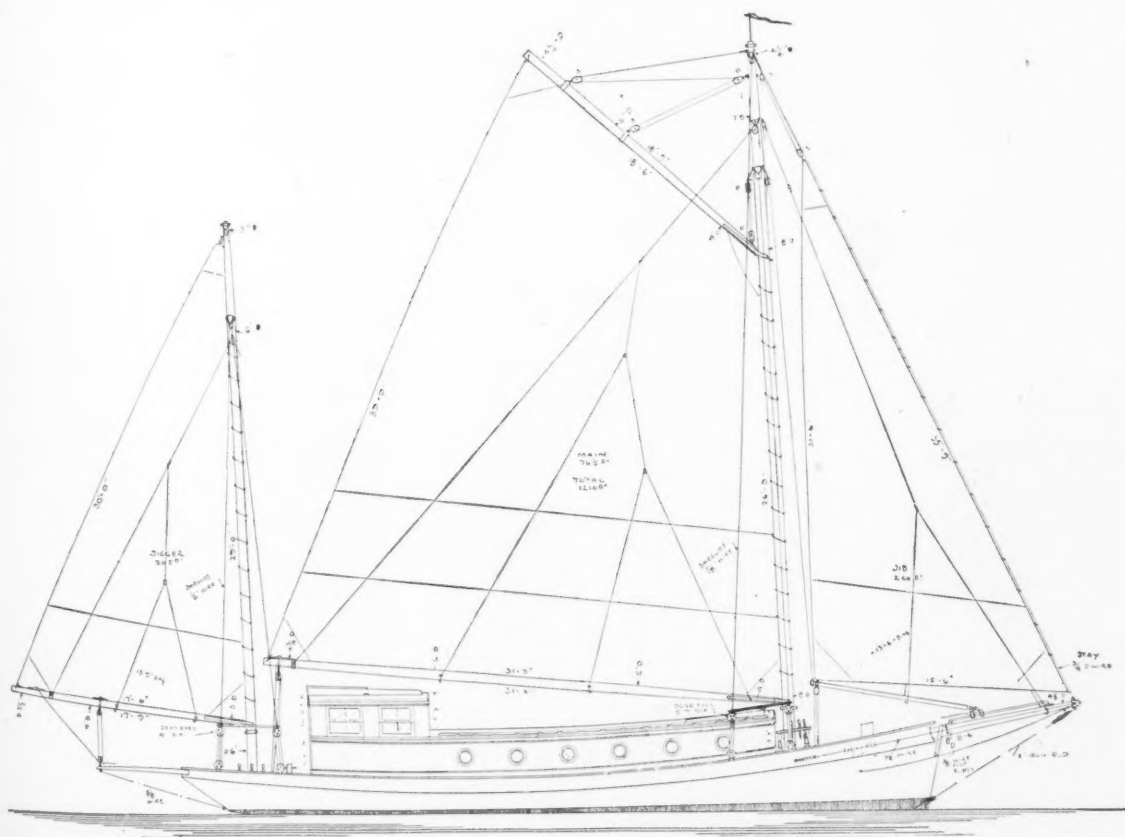
"My father worked at his profession of dentistry from 1825 to 1892. His love of our coast was so strong that the eastern shoreline of our farm was washed by the waters of the Atlantic. Being brought up in that early environment, I learned to love the song of the sea, and the coast people. When I left the country town to carry on dentistry in New York—a city of cliff dwellers and subways—I kept up the custom of my father by going down to the coast during vacation time, to give professional aid to those people in the isolated hamlets, who welcomed my arrival. It is a well known fact that many a man or woman (and child also) will suffer the pangs and anguish of outrageous toothache and mouth troubles to the limit, rather than travel to the nearest dentist. Many a child (now in adult life) was saved the unhappy hours experienced by their parents by following the instructions for mouth health given on those trips. Many cases of intestinal troubles, rheumatism, cancers of the lips and mouth (in their early stages) were cured, and chronic condi-

tions prevented by a practical application of the law of self-preservation. To benefit thereby, one must accept its real platform of action, which is "prevention." According to the Dictionary, the word "prevent" means—"to stop or hinder from happening by means of previous measures; to ward off." In other words, "safety first" as regards *body care* to prevent ills. Prevention will kill "the ills that human flesh is heir to." New York City has proven this by making her death rate about the lowest in the world.

"When the First Aid boat Dento (184), flying the dental (green cross) flag drops anchor off the hamlets on our Atlantic Coast, from Maine to Florida, it will salute "How'dy" to whoever wants a heart to heart talk as to "Prevention." First Aid will be given to all emergency cases within the scope of the "Dento's" outfit; but no fees will be accepted for either professional services or advice.

"The U. S. Coast Charts will be guides for preparing visiting charts to enable me to follow their lines inland so as to meet the dentists and physicians in the nearest town to my anchorage and the hamlets. If agreeable to these dentists

(Continued on Page 17)



A PROFILE OF THE GOOD SAMARITAN, DENTO



## The Effect of Pollution on Various Fisheries

**T**HERE are some fishermen who believe that over-fishing rather than oil pollution is the chief cause of the decreasing supplies of our ocean fish. There are some who will say that pollution is a subject that has been greatly over-stressed, and that agitation on this subject may be laid largely at the door of the sport fisherman.

Though there may be some question as to the effect of pollution on our ocean fish—mackerel, halibut, cod, haddock, etc.—it is certain that the depletion in the ranks of our littoral fish, or those that spawn in our streams, can be attributed unreservedly to the contamination of our coastal rivers.

The following observations, as contained in a recent issue of the Bay Shore (L. I.) Journal, are of interest in indicating the falling off of yields of the more popular varieties of fish:

"The deep sea fishing along the coast of Long Island is little more than a remnant of what it once was. A far greater effort is needed today to obtain a catch of fish than that required even a few years ago. It has been estimated that off the North Jersey coast a season's catch is no greater than the yield of one week twenty years ago. Whereas 14,234,000 pounds of lobster taken in Maine waters in 1880 sold for two cents a pound at the wharf, the price was 26 cents in 1922, because the catch was only 5,545,000 pounds and the cost of labor and equipment had been more than doubled.

"In Maine the salmon catch today is less than one-seventh of that of 1889. Salmon have disappeared from the Housatonic, Thames and Saugatuck Rivers, where they used to run in great numbers. On account of the pollution of manufacturing and sewage neither the salmon nor the shad have survived in many Atlantic rivers. Thirty years ago shad were plentiful in the lower Hudson and could be bought in the market for twenty-five cents apiece. They now sell for fifty cents a pound, coming from the Potomac and Susquehanna. Even there the supply is steadily declining. There is no longer a shad fishery on the Merrimac. The catch in the Connecticut last year was one-tenth of the total in 1903. Smelt have become so rare as to be precious. Not so long ago two pounds could be bought for twenty-five cents in the city markets. Formerly sturgeon were plentiful in the upper Hudson. There is only occasionally one taken there now. Once the Delaware abounded in this fish. Now it is an event when a big one is taken. Last season a sturgeon weighing 450 pounds was captured. With the meat selling for fifty cents a pound, and the roe for \$2.75 a pound, it brought \$350.

Bluefish, mackerel and even cod, haddock and herring are high in price compared with values of twenty years ago.

## Shipping Fish With Frozen Carbon

The new scheme of preserving fish while being transported by trawler and train to the marketing centres, now being tried out in Canada, involves the substitution of frozen or liquid carbon dioxide for ice, which has been used exclusively for packing hitherto. The carbon dioxide used is contained in metal cylinders, somewhat similar to soda water containers, and the gas is compressed to a point where it has a temperature of 140 degrees below zero.

These cylinders are placed on trawlers and in cars and may be regulated so that the contents of the containers can be released in quantities to secure the necessary degree of coldness, through evaporation.

Already it has been tried out successfully, a cargo of cod, hake and other fish having been brought to land and shipped from Halifax to Toronto, arriving in better condition than had ever been accomplished before.

The low cost of the carbon dioxide method of refrigeration, and the fact that containers occupy only a tenth part of the space of ice, make the proposition one of great commercial value, aside from the paramount one that it greatly enlarges the marketable area for fish products.

Experiments with this new method are also being carried on aboard a Halifax trawler.

The present experiment is being fathered by the Dominion Department of Fisheries, the Canadian Fishermen's Association, and the manufacturers, the Prest Air Company of New York.

## New Fish Concern for Gloucester

There was recently organized under Massachusetts laws the Fort Company of Gloucester, which will engage in the fresh fish business. This Company has purchased the Fort Wharf property, which will undergo extensive changes to meet the needs of the new concern.

An ice making plant capable of producing 40 tons per day has been started. Storage tanks will be installed for fuel oil and gasoline for vessels. Later on it is planned to put in a modern fish canning plant and other equipment for the care and handling of fish.

The officers of the new Company are: Charles H. Hastings, of Lynn, president; William T. Gamage, of Gloucester, treasurer; Vera M. H. Gamage, secretary, and John H. Powers, manager.

## New Mackerel Record

The Gloucester mackerel fleet fishing out of Cape May broke all previous records when it arrived with 9,000 barrels of mackerel caught off the coast in one night.

# Our Washington Letter

By EDWARD NELSON DINGLEY

WASHINGTON, D. C. — The battle of the ballots, or the fight for control of the executive and legislative departments of the Government will be hotly contested, and full of excitement. Since there is no outstanding leader with sufficient following and force to head a formidable third party, the plan of the Independent or so-called Radical party, headed by the "Farm-bloc" in both houses of Congress, propose to have LaFollette run as an independent candidate for President.

This can be done, since the method of selecting electors is left to the states altogether. For instance, the LaFollette followers can elect their electors in, say four states (Wisconsin, Minnesota, North and South Dakota with 35 electoral votes altogether), in which event the election might be thrown into the House of Representatives.

The winner in the approaching election must receive at least 266 electoral votes, one more than one-half of the total number of Senators and Representatives in Congress. There are 531 electoral votes altogether. The winning candidate must receive 266. Let us see what the present outlook is, and what the possibilities are:

Here are the sure Democratic states with their votes: Alabama 12; Arizona 3; Arkansas 9; Florida 6; Georgia 14; Kentucky 13; Louisiana 10; Delaware 3; Maryland 8; Mississippi 10; Missouri 18; Nevada 3; New Mexico 3; North Carolina 12; Oklahoma 10; South Carolina 9; Tennessee 12; Texas 20; Virginia 12. Total 189.

Here are the sure Republican states with their votes: California 13; Colorado 6; Connecticut 7; Idaho 4; Illinois 29; Iowa 13; Kansas 10; Maine 6; Massachusetts 18; Michigan 15; New Hampshire 4; Ohio 24; Oregon 5; Rhode Island 5; Utah 4; Vermont 4; Washington 7; Wyoming 3. Total 177.

Here are the doubtful states with their votes: Indiana 15; Montana 4; Nebraska 8; New Jersey 14; New York 45; Pennsylvania 38; West Virginia 8. Total 132.

Here are the states the Radicals are likely to carry with their votes: Minnesota 12; North Dakota 5; South Dakota 5; Wisconsin 13. Total 35.

If Pennsylvania is conceded to the Republicans, that will give them 215 electoral votes, 51 votes short. If New York is conceded to the Democrats, that will give them 232 votes, 34 votes short. If New York and Indiana are conceded to the Democrats, that will give them 247 votes, 19 votes short. If the Republicans carry all but New York in the list of seven doubtful states, and

win Illinois, they will still be 2 electoral votes short. This is conceding Illinois to the Republicans, which by many, is declared doubtful. It is not difficult to see that in case an Independent ticket carries Wisconsin, Minnesota and the two Dakotas, there is a possibility that the election will be thrown into the House of Representatives.

The present House, not the one to be elected next November, will ballot for President, each state having one vote determined by the political complexion of the majority members in each state delegation.

Five states (Montana, Nebraska, Maryland, New Jersey and New Hampshire) have evenly divided delegations in the House, consequently they cannot vote, and are eliminated. There are 48 states altogether; subtracting the five tied states, and 43 remain; but the winner must receive the votes of at least 25 states or one more than one-half of the 48 states. Of the 43 states, 23 have Republican majorities (including Wisconsin) and 20 have Democratic majorities. With only Wisconsin out, how can the Republican candidate receive 25 votes, provided the 20 Democratic states vote straight?

In case the Republicans cannot elect, the Constitution provides that the Vice President shall become President. He must be elected by the Senate, each Senator casting one vote. The winner must receive 49 votes, or one more than one-half the number of Senators, which is 96.

There are 51 Senators listed as Republicans. This includes Norris of Nebraska, Ladd of North Dakota, Norbeck of South Dakota and LaFollette of Wisconsin. Subtracting these 4 votes and we have 47 Republicans who can be depended upon to vote for the Republican candidate for Vice President. But 47 is two votes less than the required number to elect.

If an agreement in the Senate is impossible, the question arises, who would be President and Vice President after March 4, next? The Constitution makes no provision. A statute of 1886 provides that in case of the death or incapacity or removal of the President and Vice President, the Secretary of State and the other members of the Cabinet in order, become acting President. Would this statute be applicable in case of a failure of the House to elect a President, and the failure of the Senate to elect a Vice President?

The possible situations may give the legal lights something to think about. An Independent Presidential ticket might give rise to perplexing and serious problems and complications.

(Continued on Page 28)

# RADIO FOR FISHERMEN

## New Method for Finding Position in Fog by Radio

A NEW method of marine surveying, using both radio and sound waves, has been developed by the United States Coast and Geodetic Survey with the cooperation of the United States Bureau of Standards, and is now being used in surveys of the Oregon coast. It may be used even in a dense fog and is as accurate as any of the usual methods of sight surveys at sea.

The method depends on the velocity of sound through the sea water which, if known, enables the operator on shipboard to fix his distance from two or more known positions on shore. A simple calculation then permits him to work out his own position.

In this method a bomb fired under water near a vessel sends out a sound wave which travels till it reaches an underwater telephone near and connected by cable with a shore radio station. The sound itself by means of suitable apparatus sends back a radio signal to the ship in such a way that, while there is a delay in the return, the signal can be accurately measured and the result is the same as if there were no delay whatever.

The procedure has been worked out especially for application to surveys to be made along the North Pacific Coast where weather conditions make difficult or even impossible ordinary methods of surveying during a large part of the year. In winter the sea is usually too rough to permit accurate work, while in summer when the sea is smooth, fogs and haze abound, cutting off visibility and making sight surveys impossible much of the time. The Coast Surveys steamer Guide is now at work off the Oregon coast, using Marshfield as a base.

As to the accuracy of the method, Commander N. H. Heck, who has been supervising the work, states that at a distance of 10 miles from shore it

gives the position of the bomb explosion to within a circle whose diameter is the length of the survey ship. This is accurate enough for the best surveys giving the positions of rocks or other dangers to navigation.

A less accurate modification of the method, cutting out the expensive chronograph on the ship, may be of practical use in navigation. Use of a stop-watch for timing would give an error of at most two-tenths of a second, which would enable a vessel captain to work out his position with sufficient accuracy for ordinary navigation.

As to the distance from shore at which this method of sound ranging is practicable, Commander Heck said that during experimental work in Long Island Sound last fall a small bomb was distinctly heard at a distance of 55 miles.

With all improved methods that have been developed for the use of the navigator, none has heretofore provided for directly determining the distance to a fixed point on shore when shore objects are invisible.

## Some Mackerel Recollections

*(Continued from Page 9)*

1812 also Gloucester was credited with none, and but six barrels in 1811. Among the highest prices paid for mackerel years ago I find references to a trip of 80 barrels taken in 1879 by Captain David Melanson in schooner Crest of the Wave, of which 25 barrels were stated to be "The largest and fattest ever brought to this port, eighty mackerel filling a barrel, and selling for \$40. The Mary Odell, Captain McClain, took 20 barrels of the same quality, which were sold in Boston, also for \$40 per barrel."

The largest mackerel of which I have any record was landed at Newport, May 20th, 1906, by Captain John F. Vautier of schooner Alert. The mackerel was 33 inches in length and weighed seven and one half pounds when landed at Newport, R. I. I was present at the time, saw the mackerel weighed and measured, and still retain a photograph of the remarkable fish.

### RADIO for the VESSEL and the HOME

We carry a complete line of sets and parts

8, 14 and 22 tube Super-Heterodyne Sets a Specialty

Complete sets from \$35 to \$500

Installations Made Anywhere—by Experts  
*Write for Literature*

H. P. HAYES & CO.

*"The Latest and Best in Radio"*

47 PORTLAND ST., BOSTON (2 minutes from North Station)

*Special Attention Given to Mail Orders*

### BARAINS IN SLIGHTLY USED SETS AND PARTS

An opportunity for you to purchase a good radio at much less than original cost. We specialize in the handling of all makes and grades of slightly used sets and parts to mutual advantage, and assist, as well as advise, in the lines of all necessary purchases. As a result, in less than two months we have built up a substantial business, with a large number of satisfied customers in Greater Boston and New England. Those who take the opportunity to visit our show room have a surprise in store for them.

Information gladly given by mail

King's Radio Exchange, 169 Massachusetts Ave., Boston



## LOBSTER NOTES

### THE SITUATION

**I**MPORTS from Canada are still being received, with good quantities from New Brunswick. The season in that province closes June 26 and will open again in August. What supplies as are coming from Nova Scotia are from the reserve, impounded before the close of the season.

Light catches still prevail in Maine and Connecticut waters, receipts from these states being very small. A few Massachusetts lobsters are coming in.

July ought to see an increase in native catches, with prices remaining firm.

### Lobster Weighs Over 14 Pounds

A monster lobster weighing 14¾ pounds was caught at Janvrin's Harbor, Nova Scotia, recently by Clinton W. George. The spread of its claws from tip to tip measured 37 inches; its length from tip of nose to tail was 23 inches and around the body 22 inches. This monster was sold to B. Ceretto, representative at West Arichat of the Windsor Company. This is the largest lobster ever taken from this section of the coast, at least for years, and was examined by many interested people.

### A Necktie for Fish Bait

Cigarette papers trailed in the manner of a "spinner" seem a queer bait for mackerel, but navy men have used cigarette papers with deadly effect in Dover Bay. You can, in fact, catch mackerel with anything bright when they are on the run. Perhaps the best of all baits for them is a strip of skin cut from one of their captured brethren. A piece of tin or lead foil is effective, and I once knew a man who came back from mackerel fishing without a vividly colored necktie that he rather fancied. It had made an excellent lure for the fish. Is it that the mackerel is conscious of his own brilliant coloring and therefore will take any bait with a gleam about it.—Exchange.

### An Old Oyster Carrier With a New Purpose

(Continued from Page 13)

and physicians we will exchange professional experiences and plan for a practical application of preventive measures in their respective localities. These plans will be credited to them and, whenever advisable, will be submitted for the backing of the Medical Society, the Dental Society and the State Board of Health in their respective States. The United States Public Health Service and the

Child Hygiene Division of the Department of Labor in Washington will also receive proper data.

All this may be called a "hobby." It is a personal offering. To me it is the destined climax of the long training in my professional career."

It is apparent that the main cabin is to be used as the operating room. It will be fitted with a combination folding operating table and dental chair, a clever device designed by the Doctor. Everything needed to care for emergency cases will be aboard, including pulmotor, stretcher, bandages, splints, anaesthetics, medicines, etc. The auxiliary lighting plant will supply illumination for any purpose and power for the dental instruments.

The galley is complete in every respect with both coal and alcohol stoves, Fridgidair ice plant, water tanks, hot water heater, and much other equipment not the least interesting of which is the "Anti-jazz" stove tongs, the latter being one of Dr. Westlake's inventions. "Anti-jazz" is a tong-like affair which is readily attached to any stove and is so formed that it will grasp practically any size pot or pan and hold it securely over the fire, and this despite the kind of sea the boat is going over and despite the violence of the ship's roll.

The toilet room is fitted with w. c., basin and shower bath piped for both fresh or saltwater. There is a copper drain tank under the cabin flooring which is automatically flushed by means of an electric pump. The waste water from shower and dental chair drains into this.

There are two folding bunks in the main cabin as well as dining table, chairs, small desk, lockers, etc.

The work on Dento is near completion at Palmer's East Moriches yard and, as the photo shows, it will not be long before the green cross (dental flag) will be seen on the anchorages of the thousands of harbors that indent our coast.

### The Merry, Merry Mackerel Catchers

(Continued from Page 8)

Jump to the purse line, one and all,

Give a long, strong and a steady pull;

The rings are up—yes, take them on;

By Jove! I believe she's full."

And so it proved—of number two's,

Right cheerily did we bail

Till the skipper cries, "We've got enough,

She's full from rail to rail."

All night we worked at split and gib,

Next day they were salted down.

As the sun sank low in the ruddy west,

We made sail for Gloucester town.



## TO THE SOUTH'ARD



### Salisbury, as Fishing Port, Coming Back

**R**ECENTLY an expert in the propagation of fish along the Atlantic coast made a survey of the waters in the vicinity of Salisbury, Md., and declared that the present scarcity of fish may be attributed to the practice of dumping chemicals and oil from manufacturing plants and oil-burning vessels.

The fishing industry was the chief factor in placing Salisbury into prominence. Solid trainloads of fish have been shipped from this place to city markets. Today Salisbury is chiefly a summer resort, its once proud fleet of fishing craft reduced to several boats.

In February, 1920, a severe rainstorm accompanied by a terrific northeast gale caused the ocean to completely invade the narrow island upon which the resort is placed. This inroad of the ocean opened an inlet to the bay a quarter of a mile in width and some four hundred feet in length.

The inception of the ocean into the fresh waters of the Sinepuxent bay has created an ideal condition for the propagation of oysters. Local interests have seized the opportunity and planted numerous beds which are now beginning to offer their first yields.

Clams are also appearing in large quantities in the bay.

Ocean City now pins its hope of any future commercial prosperity in the bivalve and many predict that the financial return will some time be greater than was ever realized when the fish catch was at its height.

### First Menhaden Caught June 3

On June 3, the Southport, a former sub-chaser recently rebuilt at Morehead City for the Southport Fish Scrap and Oil Company, caught the first menhaden of the season north of Florida.

Charles E. Gause, manager of the fisheries company, reported that the Southport caught between 200 and 300 barrels of fat-backs near Southport, N. C.

The Southport Fish Scrap and Oil Company's plant is now in operation, and the Bulk Island Fish Company, also of Southport, started fishing June 4. Other plants on Cape Fear River will begin operations later.

The Southport is a 106-footer powered with a 100 H. P. engine. She was rebuilt by the Bell-Wallace Company at Morehead City. This craft has a capacity of about 450,000 menhaden, and is

one of a fleet of six operated by the Southport Company.

Preparations are also being made for a large shrimp season at Southport which will begin about the first of July.

### To Wage War on Oyster Pirates

A fleet of shallow water speed boats will be added to the oyster navy for a vigorous offensive against oyster pirates, according to plans announced by Swepson Earle, new Conservation Commissioner of Maryland, and one or two of these will be assigned to Queen Anne's county waters.

The light craft will be used to make the campaign against violators of the conservation laws a war to the bitter end. They are for the purpose of chasing into rivers, creeks and shallow bays the illegal "hand scrapers" who clean out the oyster beds in low water places where the larger boats of the oyster navy cannot follow.

Each boat of the oyster navy is to be equipped with one of the new type motor launches which have a speed of 30 miles an hour and a torpedo stern.

The discovery that oystermen are evading the law by working in hidden and shallow water wherever oysters are caught was made during a recent trip of inspection on which Mr. Earle was accompanied by H. H. John, chief clerk and Capt. E. O. Townsend, chief oyster inspector.

Deputy commanders of the oyster navy had learned of the method, but declared they were powerless to pursue the lawbreakers, who use fast boats especially designed for shallow water, in their illegal scraping of the secluded oyster beds.

### Florida Commission Doing Good Work

The Florida Shell Fish Commission's oyster dredge "Franklin" is again ready to operate, after minor repairs. Oysters are now in full milk and spawn and the Franklin will begin planting as soon as the spawn is thrown off, as it is not advisable to work oysters for replanting while in that condition.

Shell Fish Commissioner Hodges has come in for considerable praise for his recent work of planting. Over 123,000 barrels of oysters were placed on the barren bars of Franklin County during the past eleven months, and 53,900 of these were handled by the Franklin in eighty-three days.

Fishing boats equipped with scallop drags are operating and getting fine returns in dragging for deep sea scallops. It is reported that the best ground yet found is about 8 miles off Race Point, Provincetown.



## Wrecked on the Feejees

Experience of a Nantucket Man, the Sole Survivor of Crew of  
Whaleship "Oeno", Who Lived for Nine Years Among  
Cannibals of South Pacific

*Published by NANTUCKET INQUIRER AND MIRROR*

### XIX

**W**E CONTINUED our course for the Feejees, where we arrived the last of November and commenced business. We had a beche de mer house built on Cambo point, which was about twenty miles from where the ship lay and about three from Ambow village. There being a number of castaway sailors here, they were employed to assist me in curing the beche de mer.

We had not been here long before we had a very severe gale from the N. W. One night I spent in sleepless anxiety knowing the ship lay much exposed to the wind and sea. I hardly thought it possible for her to ride out the gale. But I was relieved next day from my apprehension by David Whippey, who arrived from the ship. He told me she parted her chain and rode by the hemp cable till the gale was over, when that parted, being nearly chuffed off by the rocks. Having nothing left but a kedge and hawser she drifted in towards the island and came very near getting on the rocks, but getting a favorable flaw of wind from the land they were enabled to clear the rocks and were then safe but without anchors. They sent to the Island of Somoson and bought the Brig Faun's anchors, for which they gave six muskets. Two boats were sent to me with articles of trade and information that the ship was going to the Island of Mathawater to carry on the beche de mer business and leave me to procure what I could in her absence. In looking over my trade I found there was not enough of some articles and as the ship was about to leave I went on board to get what I needed.

When I got on board I found everything in great confusion. The second mate had gone on shore in the morning with a boat's crew to cut an anchor stock, when they were attacked by the natives and two men killed, the rest narrowly escaping to their boat. After getting to the boat the officer fired at the natives and killed one. Two boats were then fitted out from the ship well armed and landed, but the natives fled into the woods. The bodies of our two men were taken on board and afterwards decently buried on shore at the village of Labooca.

The captain informed me that the natives were getting to be very troublesome and had made two

attempts to take the ship, but their design was discovered in time to prevent it. The first time they came off in canoes, about fifty of them. Some came on one side and some the other. The second mate chanced to look over the side and saw the chains full of clubs and other instruments and told the captain that they were about to attack the ship, when all hands were called to arms. As soon as the natives saw a muster on board they jumped into canoes and went on shore. A few days afterwards they came off again on pretension of selling mats, under which they had their arms concealed, but their scheme was discovered in time to be prepared for them.

Fortunately for us I brought off a chief with me who wished to visit the ship. When I told him that we had two men killed by the natives of Ovolau he was very much frightened. I told him he need not be frightened, but he was a prisoner for the present. The captain told me to get every thing we had on shore off to the ship. We went to Camber with two boats to take off our property. When we arrived we found the men that I left in care of the establishment much alarmed, fearing an attack from the natives. They had been under arms all night. The natives had been very insolent and troublesome during my absence. We immediately commenced loading our boats and five or six canoes which I hired for the purpose.

When the natives found their chief was detained they very readily assisted us to get everything to the boats and behaved very civilly, but I have no doubt if we had not had the chief on board they would have robbed and perhaps killed us all. But they well knew that their chief would have to suffer if they committed any depredations and they valued him more than all we had. We got our boats loaded and made the best of our way for the ship. We got alongside the ship towards night, and when we got everything on board we discharged the canoes and the chief, much to his satisfaction.

About the middle of January, 1831, we left the island of Ovolau for Ambooa, but finding the beche de mer very scarce at Ambooa we went to Angalore. Here we commenced curing the beche de mer. We had obtained about four hundred

*(Continued on Page 27)*



## NEWS OF THE BOATYARDS

### W. J. BURNSIDE New Harbor, Maine

This yard is busy on a cruiser, as well as the usual repair work prior to the opening of the boating season.

No. 1 — Unnamed; will be launched about July 1; type, bridge deck cruiser; building for A. J. Gamage, Augusta, Maine; designed by W. J. Burnside; length, 45 feet; beam 10½ feet; draft, 3 feet; estimated speed, 18 m. p. h.; engine, 35-40 h. p. 4-cycle Peerless; propeller, Hyde.

No. 2 — Unnamed; completed; type, cabin runabout; length, 32 feet; beam, 8 feet; draft, 2 feet; no engine at present.

The latter craft is for sale.

### BEETLE BOATS New Bedford, Mass.

The Beetle Company is building a number of 12-foot cat boats especially designed for use by children. These cats, as well as a line of skiffs, are stock products and are ready for immediate delivery.

### W. D. WADDELL Rockport, Mass.

The Waddell yard has been humming for some time, and is now busy finishing up a fishing sloop which will be one of a fleet for the Island Fisheries Company of Nantucket.

### Complete Supervision of

## Construction and Equipping of FISHING VESSELS

*From design until ready for sea*

### BEN PINE ATLANTIC SUPPLY COMPANY

37 ROGERS STREET

GLOUCESTER, MASS.

No. 1 — Name, Pocomo; started February; launched June 15; type, sloop for otter trawling; building for Island Fisheries Co., Nantucket, Mass.; designed by Minot & Olsen, Inc., Boston, Mass.; length, 63 feet; beam, 5 feet 9 inches; draft, 6 feet 6 inches; tonnage, 20; estimated speed, 8 knots; engine, 45 h. p. Bergsund oil.

Captain C. H. Blount will command the Pocomo. Arthur W. Jones is the manager of the Island Fisheries Company.

### LEWIS F. GOTT Bernard, Maine

Mr. Gott has just finished a boat for himself to be used in the lobster business.

No. 1 — Name, Banny Coleen; type, cabin fishing boat; designed by Mr. Gott; length, 29 feet; beam, 8 feet 3 inches; draft, 3 feet; estimated speed, 6 knots;

engine, 5 h. p. 2-cycle Mianus; propeller, Hyde.

### WM. H. CHAMBERLAIN Marblehead, Mass.

This concern is building two "Beachcomber" sailing dories, one for Arthur Dunham and the other for Marcus Dunham, both of Nantucket. These dories are 21 feet long and 5 feet, 5 inches wide.

### CHAS. A. MORSE & SON Thomaston, Maine

No. 1 — Unnamed; work started June 1; will launch about September 15; type, sloop for otter trawling; building for Sam Jackson, Nantucket, Mass.; designed by builder; length, 60 feet; beam, 15 feet; draft, 5 feet; tonnage, about 11; estimated speed, 8 knots; engine, 45 h. p. Fairbanks-Morse "C-O" oil; propeller, Columbian. She will be equipped with Hathaway hoisting gear.



**Cap'n Allswell says:**

**"Propellers are as temperamental  
as opera stars"**

"You can't tell their speed by their looks! Half a dozen propellers may look alike, yet be as different as barges an' cutters. To make the right wheel for the right boat's a job for old man Experience — which accounts for the success of Columbians." (Write for propeller information.)

THE COLUMBIAN BRONZE CORP., 224 N. Main St., Freeport, L. I., N. Y.  
New York City Sales, 44 Third Avenue

**COLUMBIAN Bronze PROPELLERS**





# FISHING SHIP NEWS

## Best Southern Cruise in Years

THE southern mackerel catch by the Gloucester fleet to May 31 was almost a million pounds more than the total for the entire season of the best year in the last five. The catch of seiners and netters, up to May 31 only, was 2,700,630 pounds, while the best previous year was 1919, when the combined fleets landed 1,849,000 pounds during the season.

This year has been what is known as a "seining year," the netters having been a little below the average of the last five years.

According to the figures compiled by the Gloucester Chamber of Commerce, the catch of the seiners to May 31 was 2,019,030 pounds, while the netters brought in 681,600 pounds. The best year for netters was in 1922, when the little boats caught 1,219,750 pounds.

The following figures permit of some very interesting comparisons:

Season Ending	Seiners lbs.	Netters lbs.	Total lbs.
1924, May 31	2,019,030	681,600	2,700,630
1923, May 31	378,150	631,800	1,009,950
1922, May 24	373,200	1,219,750	1,592,950
1921, May 17	192,900	978,250	1,171,150
1920, May 25	420,600	924,000	1,344,600
1919, May 31	654,000	1,195,000	1,849,000

## PHOTOGRAPHS OF VESSELS

Old Whaleships — Yachts

Racing Fishermen

By

ALBERT COOK CHURCH

Marine Photographer

Thousands of Marine Prints and Negatives  
Special Assignments Solicited

Address:

ALBERT COOK CHURCH

Box 456, New Bedford, Mass.

## New Boat For Bay Fisheries Co.

The new fishing smack J. H. Laird was recently completed for the Bay Fisheries Co. of Florida.

## BOATS-YACHTS

BUILT ON THE LINES OF THE FAMOUS JONESPORT MODELS FROM OWN DESIGN. SPEED AND WORKMANSHIP GUARANTEED.

FOR DETAILS

APPLY TO

WM. FROST

BEALS,

MAINE.



Headquarters for

**GOLD MEDAL  
COTTON NETTING**

and

**A. N. & T. CO.'S  
LINEN GILL NETTING**

**BURNHAM'S  
COD LINES**

**EVERYTHING  
FOR FISHERMEN**

Pounds, Seines, Traps,  
and all other appliances  
fitted complete in any  
style required.



THE

**LINEN  
THREAD  
COMPANY**

NEW YORK  
BOSTON  
GLOUCESTER  
BALTIMORE  
CHICAGO

and

SAN FRANCISCO

# O'HARA BROTHERS COMPANY, Inc.

*New England's Largest Fish Distributors and Producers*

22 FISH PIER, BOSTON, MASS.

*Write or Wire for Quotations*

Tel. Congress 6033

## FISHERY SALT

*Foreign and Domestic*

Water Front Warehouses  
**EASTERN SALT CO.**  
237 State Street, Boston

## AUSTIN HALEY

*Commission Merchant*

FRESH  
and SALT **FISH**  
**LOBSTERS - SCALLOPS**

*Consignments Solicited*  
57 LONG WHARF, BOSTON, MASS.

*Reference: Commercial Security  
National Bank of Boston*

## E. S. RITCHIE & SONS

112 CYPRESS ST., BROOKLINE, MASS.

**SHIP'S COMPASSES**  
**DORY COMPASSES**

Phone Regent 0337

When You Ship FISH, LOBSTERS  
or SCALLOPS to the Boston Market

*FOR BEST RESULTS ship to*  
**R. S. HAMILTON COMPANY**  
17 ADMINISTRATION BUILDING  
FISH PIER, BOSTON, MASS.

*On the Boston Market over 25 years*

## D. F. HARRIS CO.

Successors to E. L. Rowe & Co.  
Gloucester

*Sail Makers, Awnings*  
*Hammocks*

Phone 190, Gloucester

## SAILS

*Marine Hardware*  
*Fishing Supplies*

**C. E. BECKMAN CO.**

35 Commercial Street  
New Bedford - Mass.

## Lobster Pot Buoys

Made of the best quality dry  
cedar in all sizes

*Write for prices today*

**Beetle Lumber Company**  
557 East French Avenue  
New Bedford - - Mass.

## Old South Wharf

Nantucket, Mass.

Plenty of Water and *FREE BERTHS*  
SUPPLIES FOR BOATS and AUTOS

**GASOLINE and OILS**  
**WATER, ROPE, ICE**

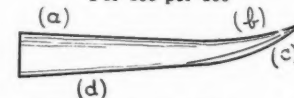
**FREE NET LOFTS AND**  
**CLUBROOM FOR FISHERMEN**

Telephone Nantucket 10

**ISLAND SERVICE CO.**

## CAN YOU WHITTLE

For 10c per 100



- (a) Round back to fit joint.
- (b) Curve prevents slipping.
- (c) Smooth entering wedge.
- (d) Smooth flat surface prevents bleeding.

MADE IN 2 SIZES

LARGE 1 3/4" LONG SMALL 1 1/2" LONG

\$1.25 per 1000

\$1.00 in quantities of 50,000 or over

THE ONLY MACHINE MADE

**LOBSTER PLUGS**

Absolutely uniform — Special bass wood

*Dealers Write for Samples*

**Peter Hogseth**

*Manufacturer*

**J. H. Peterson**

*Sole Agent*

6 HEMINGWAY RD. 114 RALEIGH WAY  
E. SAUGUS, MASS. PORTSMOUTH, N. H.

## GEORGE F. AMORY

*Sailmaker*

Second-Hand Canvas  
Bought and Sold

Telephone Congress 3188  
Fish Pier, Boston, Mass.

*Dealers in*  
Duck, Cordage and Marine  
Accessories

*Makers of*  
Sails, Awnings, Hammocks  
Tents and Covers

## United Sail Loft

Railway Ave., Gloucester, Mass.

*We take boats directly from the builder and equip  
them ready for the sea*

**BOATS OVERHAULED**

M. J. COONEY, Manager

Telephone Connection

## JOHN M. GAMAGE & SONS

*Boat Building and Repairing*

**BOAT MATERIALS OF ALL KINDS**

Our marine railways accommodate boats  
up to 80 feet. We build boats of all  
sizes from dories to bankers.

Engines installed.

Write for an estimate on your require-  
ments.

ROCKLAND, MAINE

ATLANTIC FISHERMAN'S ALMANAC  
for 1924

*Twenty-Five Cents*



## The Fishing Vessel Mart

In answering the following advertisements please address communications to the initials following each item and send care of ATLANTIC FISHERMAN, 100 Boylston Street, Boston, Mass.

### CHRONOMETER WANTED

Want to buy an English chronometer in good running condition, preferably a Frodsham. State make and price. Address C. C. Markham, Guilford, Conn.

### 57-FOOTER FOR SALE

L. W. L. 50 feet; beam 14 feet 6 inches. 60 H. P. Bridgeport Motor. Electric lights and electric self starter. Address B. H.

### WANTS CENTER-BOARD KNOCK-ABOUT

25 feet overall; no house or cabin; engine not essential; might consider larger vessel. Address A. K.

### 15 H. P. ENGINE FOR SALE

\$125 buys a 15 H. P., 2-cycle marine engine with magneto and reverse gear. All in good condition. Address L. F.

### ENGINE FOR SALE

Palmer engine, 4 cycle, 4 cylinder, 45-50 H. P.; reverse gear and magneto; type NK 4. Thoroughly rebuilt and guaranteed. Price \$1200. Address L. E.

### RUNABOUT FOR SALE

22½ feet x 5 feet, 6 inches x 2 feet mahogany finish; 9 H. P. 2-cylinder Hubbard engine; 12 miles per hour. Engine and hull A-1 condition. No junk. \$550 for quick sale. W. L. Anderson, Yarmouth Port, Mass.

### 35-FOOTER FOR SALE

11½ feet beam; 4 feet draft; 22 H. P. Wolverine engine. Built by A. M. True, Amesbury, Mass., two years ago. Fully equipped for any kind of fishing. Price \$3800.. Address L. R.

### FOR SALE

New STEEL STEAM TRAWLER 152 ft. Overall, 24 ft. Beam, 15½ ft. depth of Hold. Equipped with a 550 H. P. Triple Expansion Engine, Two Scotch Boilers, 180 pounds working steam pressure.

1 Large Double Drum Steam FISH-WINCH manufactured by The Meade-Morrison Co.

2 FISH HOISTING STEAM WINCHES.

Heavy I Beam Gallows Frames, Bollards, Sheaves, Heavy Iron Blocks for Gallows Frames, etc., etc. All fittings for Beam Trawlers.

Write for estimates for building any type of wood or steel vessels.

Rice Brothers Corporation

Wood and Steel Shipbuilders  
EAST BOOTHBAY, MAINE

### 26-FOOTER FOR SALE

Eldredge built; sound and tight beam trawl and lobster fishing R. D. boat; fish well; Frisbie 10 H. P. 4-cycle with hoist; Paragon reverse gear. All in best condition. Bargain at \$600 for quick sale. Seen at Greenport, N. Y. Address B. N.

### 16 H. P. LATHROP

Lathrop, 4 cycle, 2 cylinder, 16 H. P. engine for sale. Reverse gear and magneto. Thoroughly rebuilt and guaranteed. Price \$325. Address L. D.

### 6 H. P. STATIONARY BARGAIN

New 6 H. P. Associated horizontal engine 6 inch bore, 10 inch stroke, 300 R. P. M. Weight 1,425. Shopworn. \$175.00 F. O. B. Boston. The Mianus Diesel Engine Co., 12 Commercial Wharf, Boston, Mass.

### FOR SALE

100 H. P. Fairbanks Morse C. O. oil engine, new oiling system attached, in first class condition almost like new; including generator, storage battery and cutout, extra fuel pump for day tank. Can be seen at Paul Bordt's Machine Shop, Pooles Lane, Sheepshead Bay, Brooklyn, N. Y.

### FOR SALE

38-footer, 9 to 10-foot beam, deck boat, with pilot house, hunting cabin, 16 H. P. Lothrop, perfect condition, \$600. Used very little. Address B. O.

### BOAT BARGAIN

For Sale—Open power boat 25 feet long and 6 foot, 4 inch beam; 12 H. P. Lathrop, 2 cyl. m. and b. engine, 3 years old; reverse gear; V hull. Good sea boat, speedy. Step mast and spritsail. Good condition. Address C. K.

### FOR SALE

1 Automatic Water Plant complete with 70 gallon tank and motor to operate from 32 volt light system. Capacity, 100 G. P. H. Absolutely new. Price \$85. Address L. C.

### AUXILIARY SLOOP FOR SALE

Fine sloop, fitted for flounder dragging; 39 feet long; 14 feet wide; 4½ feet draft; 35 H. P. Palmer N. K. 3 Motor; new Lathrop hoister; 4 flounder nets; 2 sea scallop nets; and 2 sets cutting boards. Electric lights. Price \$2600. Can be seen at West Sayville, L. I., New York. Address L. S.

### THREE-MASTED SCHOONER

Eleven hundred tons dead weight capacity, in A-1 condition. Built in Maine. Would like an offer. Address B. M.

### SLOOP FOR SALE

49½ feet long; 14½ feet beam; 5 feet draft. 36 H. P. engine with hoist and good set of sails. Sloop 5 years old and in first class condition. Good living quarters with six berths. Will carry 12 tons of ice. Price \$2800. Address B. P.

### 32-FOOTER FOR SALE

The "Alice & Lucy," 32 feet over all; 10 feet beam; 3 feet draft; 16 H. P.; 2-cycle Lathrop, reverse gear, hoisting rig, magneto. Five years old. Address B. U.

### 50-FOOTER WANTED

Would like to buy a good all-round fishing boat of about 50 feet. Address L. I.

### AN ENGINE BARGAIN

24 H. P. 2-cycle Lathrop gasoline engine; uses very little fuel; recently overhauled; in A1 condition. Price \$275. Address B. R.

### ENGINE FOR SALE

7 H. P. 2-cycle Lathrop gasoline engine, with one way clutch. Used very little. Perfect condition. 20x26 Hyde wheel. Price \$125.00. Address L. G.

### WANTED—WATCHES

To repair. Thirty years experience; Work guaranteed. Reasonable compensation. Send by Parcel Post or Express. C. C. Markham, Guilford, Conn.

### 40-FOOTER FOR SALE

40-foot flush deck boat, 15 feet wide; 4 feet draft. Engine in cabin; pilot house; boat three months old; all in first class condition. Address E. M.

### USE THIS PAGE TO BUY OR SELL

#### Any kind of FISHING EQUIPMENT

RATES—5 Lines, \$1.50 Minimum  
25 Cents per line for all  
over 5 lines

ATLANTIC FISHERMAN, INC.  
100 Boylston Street Boston, Mass.

### Evidence Shows the Sea Sinking

The oceans are shrinking. This change, asserts a professor of Harvard University, is quite independent of local rises and falls caused by the warping of the earth's crust.

On the other hand, there are many places round our coast-line where the sea is stealing land.

There is an old saying on the East Coast of England:

"Gorleston was Gorleston ere Yarmouth was born, and Gorleston'll be Gorleston when Yarmouth is gone."

Gorleston and Yarmouth are on opposite banks of the Yare. North of the Yare, Yarmouth is situated on low land, and the sea is gradually creeping inland. The Scroby sands in front of Yarmouth are now completely covered by the sea, although they were recently exposed to view—a rare event nowadays.

South of the Yare, Gorleston is protected by cliffs, and, as if afraid of them, the sea is retiring.

But the Harvard professor does not take any account of local changes like these, and there are hundreds of them. He claims that the general sea-level all over the world is twenty feet lower than it has been, and this he attributes to an increase in the collection of ice at the South Pole.

### Good News to Fishermen Who Suffer From Skin Discomforts

A remedy for skin diseases from the famous prescription of a Swiss doctor is now being put up by the Freedol Remedy Co. of Boston, Mass. This remarkable remedy is a liquid preparation of astringent, germicidal, antiseptic and healing ingredients.

Fishermen who generally suffer from salt water boils, rash, blisters, cold-sores, chafing caused by constant rubbing from wet oiled garments, open-cracked skin that won't heal, wind-burns, frost-bites, bruises, scratches, carbuncles and felons, itching irritations, chilblains,

piles, etc., can get speedy and permanent relief from Freedol, a remedy possessing marvelous healing properties now being advertised in this magazine.

An interesting booklet descriptive of Freedol and its use, which includes scores of testimonials, will be mailed free of cost, on request to Freedol Remedy Co., Boston 19, Mass.

### Rapid Growth of Salmon

On Aug. 5, 1922, Albert Stone caught a salmon at Henley Harbor with a metal tag attached to its dorsal fin bearing No. B.848.

We have been advised by the Canadian Department of Marine and Fisheries, of Ottawa, that this salmon was liberated at Tadousac, Que., on 28th October, 1921, at which time it weighed 13 pounds and had a length of 37 inches.

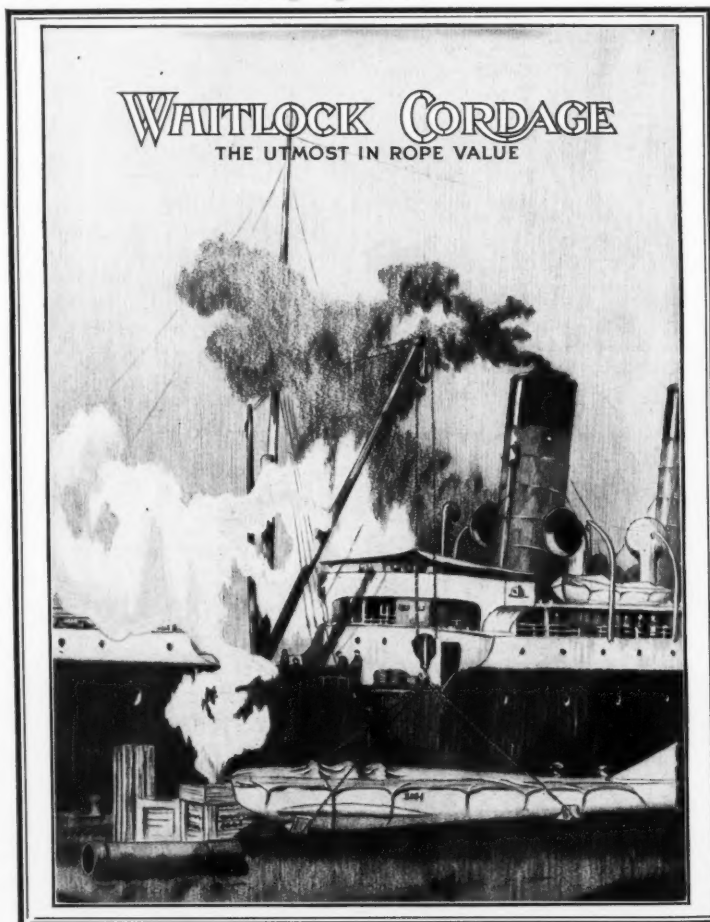
A female salmon bearing tag

No. B.68 was caught at Hermitage in the summer of 1922. This fish weighed 31 pounds at the time it was caught.

The Marine and Fisheries Dept. of Ottawa advises us that this salmon was liberated in the Margaree River, N. S., on 16th November 1920, at which time it weighed 12 pounds and had a length of 37 inches.

By this it is shown that this latter fish increased 19 pounds in about a year and a half. — Western Star, Nfld.

Fishing in Samoan seas is often done by the women, and without nets, boats, or hooks. They simply wade into the water and form themselves into a ring. The fishes being so plentiful, they are almost sure to imprison some in the ring. These women are very quick and active, and every time they catch a fish with their hands they simply throw it, alive, into the basket on their back.

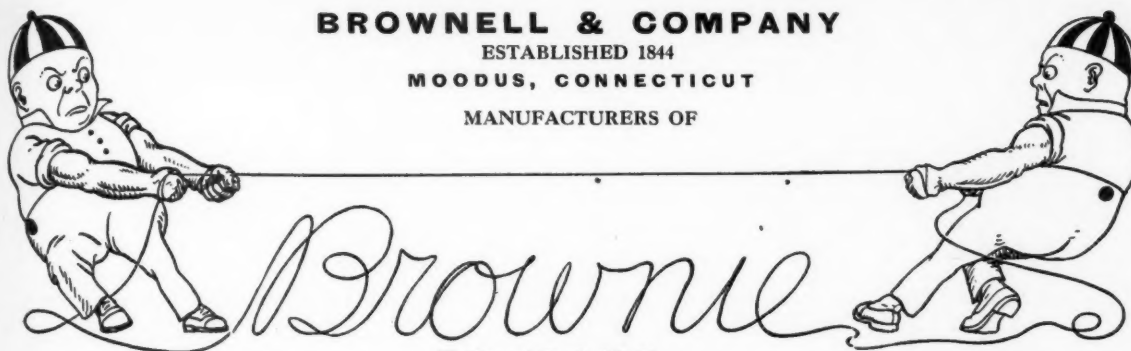


**BROWNELL & COMPANY**

ESTABLISHED 1844

MOODUS, CONNECTICUT

MANUFACTURERS OF



(Registered Trade Mark)

**Maitre Cord Lobster Twine Cotton Twines for All Requirements**

If your dealer does not carry them order direct for prompt parcel post shipment

**The World's Fish Crop**

**T**HE FISH crop of the world approximates a billion dollars a year in its cost to the "final consumer." Estimates of the value of the fish "landed" in the principal countries of the world supplied by the United States Fish Commission put the world's total at the latest available date at approximately \$780,000,000 per annum, and if we add to this, says the Trade Record, an estimate of 25 per cent for the cost of cold storage, transportation and the profits of the wholesalers and retailers it is apparent that the world's fish bill approximates a billion dollars a year.

Most of this \$780,000,000 worth of fish landed annually by the fishermen of the world is the product of the oceans. The value of the fish outturn of the Great Lakes and Mississippi River section aggregates but \$11,000,000 out of a total of \$86,000,000 reported by the Fish Commission as the annual "value to the fishermen" of the fish landed in the entire country including Alaska. The official estimates of the fish landed in the various sections of the country are: New England States 20 million dollars, Middle Atlantic States, 24½ million, South Atlantic States 5 1-3, Gulf States 6½, Pacific States 9 1-3, the Great Lakes 6¼, Mississippi River section 4½, and Alaska 10 million dollars. This grand total of \$86,000,000 includes about \$13,000,000 worth of oysters, most of which are the product of the eastern frontage especially that lying between Virginia and the New England States.

The United States now holds second rank among world countries in the value of its fishery products. A recent tabulation by the Fish Commission gives the total value to the fishermen of the fish landed in the United States at \$86,000,000, Japan \$89,000,000, France \$85,000,000, Spain \$72,000,000, England and Wales, \$65,000,000, Russia \$50,000,000, Portugal

\$37,000,000, Greece \$28,000,000, Canada \$28,000,000, Sweden \$23,000,000, Scotland \$19,000,000, Denmark \$15,000,000, Norway \$14,000,000, Germany \$11,000,000 and Netherlands \$11,000,000.

The quantity and value of the food supplied by the waters of the world has greatly increased with advent of modern methods. The capital invested in the United States, exclusive of Alaska, in the mere taking of fish has advanced from \$38,000,000 in 1908 to \$60,000,000, and the value of the fish landed increased in the same period from \$54,000,000 to \$76,000,000.

**New Canadian Law Handicaps Gloucesterman**

The first difficulty encountered with the recently enacted laws governing the entrance of American fishing vessels into Nova Scotian ports, took place May 23 at Yarmouth, when the Gloucester halibuter Ingomar, Captain Carl Olson, put into port and reported that his craft was too short of oil to reach home.

Captain Olson was referred to the Department of Marine at Ottawa. After a day's wait with no reply to his message, the Ingomar set out for Boston, using her sails and reserving her scant oil supply in case of a calm spell.

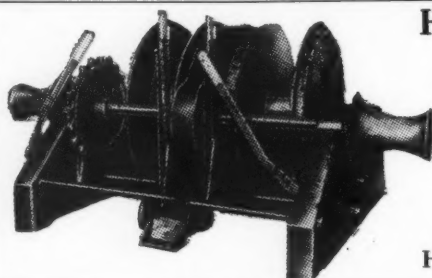
**FISHERMEN**

Are you troubled with Boils, Carbuncles, Felons, Salt Water Blisters and Rash? For INSTANT RELIEF apply **FREEDOL**. **FREEDOL** has the unique power to quickly draw boils, carbuncles—and eradicates the poison germs. Stops pain instantly and soon heals the sore. Also good for cold sores, cuts, bruises, burns and chafing. **Freedol** heals eczema and ring worm; it is very soothing, stops burning and itch at once. Wonderful for piles, chilblains, itching scalp and insect bites. Clean and easy to use.

Price \$1.00 Prepaid

**FREEDOL REMEDY CO.**, 47 Humboldt Ave., Boston, Mass.





## Hathaway Equipped Boats Make Money

For Hathaway equipment is designed correctly. Development after development has finally led to machines which have been painstakingly perfected in every detail. Ask the owner of any Hathaway-Equipped boat.

Manufacturers of Flax Packed Stearn Bearings, Hauling Clutches, Trawl Hauling Units and other machinery for power fishing. Agents for Wolverine Motors.

*Send for Descriptive Booklet*

HATHAWAY MACHINERY COMPANY

New Bedford, Mass.

## Who's Who Among the Skippers

*(Continued from Page 11)*

recompense I should have had for what I went through. We've fished when it seemed doubtful if we could pick up all the dories again. But there—I never asked a man to go where I wouldn't go myself and have often taken the place in a dory of a timid man."

The Kineo was swept clean when hove down in a gale on Grand Banks, and when the resourceful skipper got her righted he found the water over the cabin and forecastle floors. Notwithstanding, he worked her into Halifax in nine days, where it cost \$1,800 to refit.

The William H. Oakes was hove down when on the way from Grand Banks to Gloucester with one of the well known Greenleaf loads. This time a goodly quantity of halibut had to go—to jettison cargo was the thing to do to save their lives.

In pursuing his arduous calling and running up the records that made him one of the best known of the halibut and mackerel kings, Nat Greenleaf explored all the fishing grounds on this side of our continent. He possessed a sort of sense for locating fish. Once, when he had 60,000 pounds of halibut under hatches on Grand Banks, he said: "Boys, they'll be biting down on the southern edge." They went there, caught 25,000 pounds in next to no time, then sailed for home. The latitude was 43° 8'.

Mr. Jordan, the vessel owner of Gloucester, once told the present Mrs. Greenleaf that he considered Captain Nat one of the best deep-water fishermen that Gloucester ever produced.

Still tall, straight and apparently rugged, this veteran of many hair-breadth escapes now resides on shore. Four years ago he removed to Salem, where he is night watchman for the Tide Water Oil Company. He and his charming wife, who is

## KNOX VALVE-IN-HEAD FOUR CYCLE MARINE ENGINES

A modern Four-Cycle Motor built on years of experience with common sense ideas. A motor which will stand up under the most severe conditions, is easy to repair, very economical on fuel and will deliver 100% service year in and year out. Send for catalog.

CAMDEN ANCHOR-ROCKLAND MACHINE CO., Camden, Maine

## Manufacturers of LINEN AND COTTON

Gill Netting Seines Pound Netting  
Also Ships' Bells

**AMBROSE M. STARR**

East Hampton

Connecticut



*For Sturdy Service*  
**ALL-BRONZE  
TRIMOUNT PUMPS**  
Sturdy and dependable in all weather. Three sizes of hand pumps: 6-10-20 gallons per minute.

We also make power pumps.  
**TRIMOUNT ROTARY POWER CO.**  
298 Whiting Ave., E. Dedham, Mass.

some years his junior, have a pretty home at the southerly edge of the burned district on Lafayette Street. Though his work has called him away from Gloucester it seems peculiarly fitting that his declining years are being passed in an equally famous maritime town. The Witch City's most daring old square rigger captains had nothing on the hard toiling, conscientious and justly famed Captain Nat.

## Fishing Notes From Maine

*(Continued from Page 10)*

skin; the boat was about filled with water; the sail was ripped to shreds fortunately, and they were not thrown out. A launch came to the rescue just as they were going over Ipswich Bar. Larry doesn't yet understand why he was berated by Skinner. He thought he had obeyed orders promptly and skilfully. Atlantic fishermen do not let landmen run the boat.

## SAWYER'S "EXTRA STRONG" OILSKINS

*Guaranteed to outwear all others*

### WHY?



They are made from heavier cloth, more heavily oiled, larger across the shoulders and through the seat and have stronger buttons than any other brand of Fishermen's Oilskins.

Manufactured by H. M. SAWYER & SON, East Cambridge, Mass.

### Wrecked on the Feejees

*(Continued from Page 19)*

piculs, when our house caught fire and burnt to the ground, consuming about a hundred piculs of the beche de mer. We soon got another house built, but the natives became troublesome, annoying us in every possible manner both night and day, stealing everything they could get hold of, and continually insulting some of our party in the grossest manner, which we dare not resent.

I bore it until it became past endurance and I began to fear that they had still worse intentions. I then went on board the ship and informed the captain of the conduct of the natives and my fears. He went on shore with me and was soon satisfied that it would be imprudent to stop longer and immediately made preparations for leaving. Next morning the boats were sent on shore, into which we put everything of value, set fire to our house, and went on board.

From here we went to Mathawater, where we continued our business till the 20th of March, when a hurricane commenced from E. N. E. We sent down our light spars, housed our topmasts, sent down lower yards and got everything as snug as possible, but about midnight our anchors began to drag and the foremast was cut away, which fell over the starboard side. Directly the mainmast went by the board, taking with it the head of the mizzenmast three or four feet below the top. The ship still continued to drag, but we could do nothing more but resignedly wait the result, being now wholly at the mercy of the wind and sea.

The wind soon shifted to N. W. and blew apparently with double fury. After drifting about seven miles she brought up on a sand spit near the shore. We had on board two chiefs who advised us to stop on board until it moderated and they would see us safe to Mathawater, but the natives began to swim off in considerable numbers, and the captain, fearing they would get to quarreling for plunder and endanger our lives, got his trunk and some few articles into a boat and with a crew went ashore, but were met on landing by a party of natives and plundered of everything.

*(To Be Continued)*

### Nine Lost From Trawler

One of the worst catastrophes of the fishing season occurred on May 18 when the Grimsby steam trawler Mikado was dashed to pieces on the rocks of Cape Fourchu, off Louisburg, N. S., and nine lives were lost.

The Mikado had landed a cargo of fish at Digby and was bound for England. She struck on the reefs of Cape Fourchu and was quickly swallowed in the heavy seas. A rescue of seven men was made by the heroic efforts of Captain Greenlaw and crew of the ocean-going tug Ocean Eagle. Lines were thrown from the tug, the survivors plunging into the sea on the sole chance of catching hold of a life rope.

## TANGLEFIN GILL NETTING

REAL GENUINE SEA  
ISLAND COTTON

LINEN  
LONG STAPLE COTTON

*Factory to You—No Middlemen*

**National Net & Twine Co., Inc.**  
EAST HADDAM, CONN.

**Something  
New**  
An invaluable  
aid to the  
Navigator.



*Instruments  
suited to all  
craft. Any  
size, style or  
speed.*

SEND TODAY for our catalog of MARINE INSTRUMENTS. It illustrates, describes and prices the best makes of sextants, clocks, chronometers, logs, tachometers, compasses, binoculars and many other instruments. Send your name for our mailing list. We will keep you posted on the latest things in navigation.

**MASTERS MFG. CO., 60 State St., Boston, Mass., U. S. A.**

## Our Washington Letter

(Continued from Page 15)

Congress has adjourned; and opinions differ as to its work. The lack of harmony between the President and Congress, on the matter of a soldiers' bonus, the reduction of taxation and the soldiers' pension bill, was due to the facts (1) that many members of both houses were pledged in advance to the soldiers' bonus, and both political parties endorsed it; (2) that the Democrats and Radicals combined and defeated the tax-reduction plant of the administration.

This Congress has accomplished more than some give it credit. It is a habit to find fault with Congress; but here are some of the big things the first session of Congress just ended, has done: Secured tax reduction; passed a soldiers' bonus; restricted immigration; reorganized the Veteran's Bureau; passed a child labor amendment to the Constitution which will be submitted to the several states; passed a bill reconditioning the navy, that is bringing it up to the treaty-ratio; passed a postal salary increase bill; a reclamation bill; a reforestation bill.

Congress did not pass a "farm relief" bill because it was impossible to agree upon any measure. The so-called McNary-Haugen bill was defeated in the House because it was a price-fixing bill. No rail-

road rate reduction was secured, although Congress officially asked the Interstate Commerce Commission to investigate the rate question.

The House Committee investigating the United States Shipping Board is still holding sessions, and will continue to hold them after Congress adjourns. The Veteran's Bureau investigation will also continue after adjournment. Thus far Congress has not adopted any sort of a shipping program. American ship-builders and ship-owners are discouraged. At the same time, most American shippers employ foreign instead of American ships.

One of the last things Congress did was to make a law of the bill to protect Alaskan salmon. The law provides (1) the right of taking fish is to be shared by all citizens alike; no more special concessions to corporations, (2) fishing will not be allowed nearer than 1,500 feet from the mouth of streams.

## Mackerel Catch Far Ahead of 1923

Up to the first of June the Gloucester mackerel fleet had landed over 19,000 barrels of fresh mackerel against 12,255 barrels up to the corresponding date in 1923. The last week in May, 1924, 1692 barrels, mostly large and medium fish, were landed by the fleet of netters. The netters made some of their catches in Cape Cod Bay.

## A Clever Piece of Work

It may be a matter of some interest to a number of our readers to know that the advertisement of the Whitlock Cordage Company on page 24 was reproduced from an original drawing by Mr. H. V. Whitlock, who is Superintendent of the Company's plant at Jersey City, N. J.

As will be evident from an inspection of the picture in question, Mr. Whitlock has considerable ability along this line, but we understand that he has not done any of this work in a professional way and, in fact, has never even taken a course of instruction or received any expert guidance in drawing or painting.

# HARTFORD

REG. U.S. PAT. OFF.  
TWO-CYCLE

**MARINE  
ENGINES**

*Real Power  
All the Time*

That's the reputation of the "HARTFORD" gained after nineteen years of proven ability to make good under all kinds of conditions. The fact that over 90 per cent of the "HARTFORD" motors sold each year are installed in fishing and working boats should convince you that the "HARTFORD" has the staying qualities necessary to withstand severe and continuous service. If you want real motor service with practically no cost for upkeep, get a "HARTFORD."

*Write today for catalog and full information*

Manufactured and sold by

**THE GRAY & PRIOR MACHINE CO.**

36 Suffield Street      Hartford, Conn., U. S. A.

**A LIST OF REBUILT ENGINES**

1-6 H. P. Single Cylinder 2 Cycle Lathrop	\$35.00
2-6 H. P. Single Cylinder 2 Cycle Bridgeports	95.00 Each
1-6 H. P. Single Cylinder 4 Cycle Wolverine	95.00
1-9 H. P. Two Cylinder 2 Cycle Bridgeport	225.00
The above engine is complete with reverse gear, shaft, and propeller.	
1-10 H. P. Two Cylinder 4 Cycle Palmer with reverse gear	\$275.00
1-10 H. P. Two Cylinder 2 Cycle Roberts with Shaft & Propeller	85.00
1-24 H. P. Two Cylinder 2 Cycle Lathrop	275.00
1-35 H. P. Four Cylinder 4 Cycle Teale	450.00
1-37½ H. P. Three Cylinder 4 Cycle Dodge Heavy Oil	1900.00
1-65-75 H. P. Four Cylinder 4 Cycle Standard	1500.00

These engines have been thoroughly overhauled and put in first class condition. Investigate these engines before you buy! See how much better you can do for your money!

**BYRON N. SELLERS, INC.**

111 Haverhill Street
Boston, Mass.



# Copper Oleate Preservative

Maximum Strength and Purity  
Highest Percentage of Copper  
Absolutely Neutral

Proven by experience to be the best preservative for Nets, Seines and other fishing gear, whether cotton, linen or manila.

Write for prices on quantity lots or send this advertisement with \$1.00 for a two pound sample.

Manufactured by  
**The Shepherd Chemical Co.**  
CINCINNATI, OHIO  
Highland Ave., Norwood

# MIANUS DIESEL —AND— GASOLINE ENGINES

The Mianus Diesel engine is a full Diesel engine built on the two cycle, airless injection principle—and therefore is the simplest and most economical engine built.

Sizes 7½ to 100 BHP

Fuel consumption is less than ¼ pound per BHP hour. Lubricating Oil consumption is ¼ pint per cylinder of 18 BHP.

Engine of 18 BHP per cylinder consumes  
Fuel Oil ..... 1 Gallon per hour  
Lubricating Oil ..... ¼ Pint per hour

The Mianus Diesel engine is flexible; will idle and run continuously with load at one third speed on fuel oil. It is especially adapted for pilot-house control.

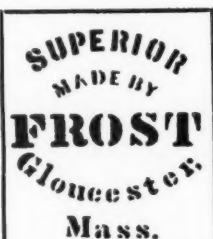
Write for Detailed Information

**MIANUS DIESEL ENGINE CO.**

GENERAL OFFICE 165 BROADWAY, N. Y.

Branches

321 W. 42nd St. N. Y.	12 Commercial Wharf Boston, Mass.	126 Market Place Baltimore, Md.
328 E. 3rd St. Los Angeles, Cal.	116 Boush St. Norfolk, Va.	



This trade-mark on Oil Clothing is a guarantee of the best that money can buy.

Finest materials, superior workmanship and years of experience in meeting the exacting requirements of fishermen, have made

## Frost Oil Clothing

the standard by which others are judged.

Try a suit of Frost's next time and see the difference.

*If your dealer hasn't got them write us. We'll see that you are supplied.*

Increased production enables us to fill all orders promptly.

**D. O. FROST CORPORATION**  
Wharf Street, Gloucester, Mass.



*Three Generations of Workers*

*Have Made*

**WOODBERRY SAIL DUCK**

*The Standard of the World*

**TURNER, HALSEY COMPANY**

62 LEONARD STREET

NEW YORK CITY

Boston Office 99 Chauncy Street

BOSTON, NEW ORLEANS, SAN FRANCISCO, CHICAGO

# ***The 1924 EDITION of*** **Atlantic Fisherman's Almanac**

(The original Fisherman's Almanac)

*Fitted for All Ports from Cape Breton to Texas*

TIDE TABLES COVERING COAST  
DECLINATIONS OF THE SUN

TABLES OF SUN AND MOON  
CURRENT TABLES

LIST OF COAST LIGHTS

A VAST FUND OF USEFUL INFORMATION

*You Need It Every Day*

SEND 25 CENTS FOR YOUR COPY NOW

Fishermen Supply Stores Will Find the Fisherman's Almanac a Profitable Line  
*Send for Particulars*

**ATLANTIC FISHERMAN, INC.**  
100 BOYLSTON STREET BOSTON, MASSACHUSETTS

## **"THE FISH FRIER AND HIS TRADE"**

All who are interested in the Fried Fish Trade should have a copy of "The Fish Frier and His Trade" by "Chatchip", the expert contributor on the fried fish trade, whose articles appear weekly in "The Fish Trades Gazette".

"The Fish Frier and His Trade" is the only work on the fried fish trade which has ever been published in book form, and is indispensable to everyone connected with this branch of the industry.

224 pages. By post 8/6 from

*Service Department,*

## **"THE FISH TRADES GAZETTE"**

28, MONUMENT STREET, LONDON E. C. 3.

Cables—Infish-Bilgate, London

# Either is a genuine HOOD

You fishermen may be shown boots bearing either the Bullseye or Arrow labels. Bullseye boots and Arrow boots are both genuine HOOD Boots. The next most important thing is their construction. Real fishermen—men who live in boots—will recognize special and exclusive features which meet their working conditions and requirements. Reinforcements, too, are just where they're needed. You can expect extra service from any HOOD Boot you buy.

HOOD RUBBER PRODUCTS COMPANY, Inc.  
Watertown, Massachusetts

STORM KING



SPORTING



SHORT





---

WHAT THE OWNERS SAY

ABOUT THE

# Fairbanks-Morse "C-O" Marine Oil Engine

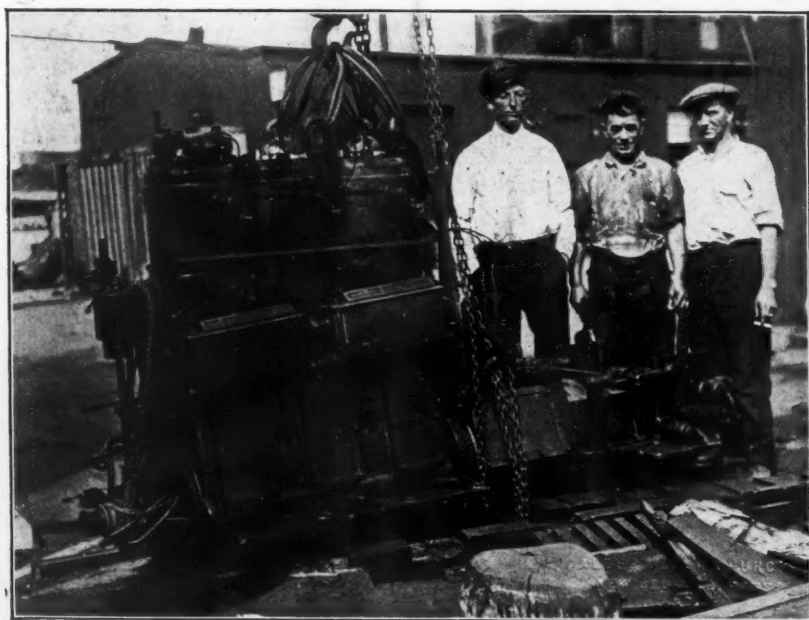
---

**A**FTER two years of hard service aboard the power fisherman *Escort*, we removed the Fairbanks-Morse "C-O" oil engine in order to install a heavier engine bed.

The engine was gone over thoroughly and was found to be in perfect condition. When she's put back she'll be good for many more years of hard work.

That's one of the good points about a "C-O"—you can always depend upon them under any conditions; and they're cheap to run, too.

EVERETT SHERBURNE, *Owner*.



THE "C-O" ENGINE FROM THE POWER FISHERMAN "ESCORT"

To permit the laying of a heavier engine bed, this "C-O" was removed after two years of hard service, and was found to be in perfect condition.

"C-O" engines, 30 H. P. to 300 H. P. economically use low-priced fuel oils. No trouble-giving parts—easy to start—simple to operate. Automatic governor prevents engine racing in heavy weather. Close speed control gives flexible power essential for fishing. Get full particulars about this better, more economical work boat power.

## Fairbanks, Morse & Co.

MANUFACTURERS INCORPORATED

245 State St., Boston, Mass. The Canadian-Fairbanks-Morse Co., Ltd., St. John, N.B.

30 Church Street, New York City

---

